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# CHINESE PROCESSIONS AT MACAO

## ELABORATE PREPARATIONS

Solemn have preparations on such an elaborate scale been planned for the holding of a series of Chinese festivals, whether at Hong-kong or Macao, as those now being completed in the neighbouring colony. To what end, and the festivals are being held, has not been definitely stated, the Chinese being believed to say that the procession commencing on Sunday next, the 26th inst., and to be continued on the two following days will be conducted on a scale unsurpassed by anything of the kind in the past.

The festival, we are informed, is said to be the anniversary of the founding of the Harbin Pagoda, one of the oldest Chinese temples of Macao and a shrine to which thousands of pilgrims, mostly of the seafaring class, travel their way each year from the Southern coast of China.

The feature of the festival is the great dragons' procession. According to present arrangements, the procession will start each day, between 9 and 10 a.m. from a point on the waterfront in the inner harbour, the line of route embracing all the principal thoroughfares of the city through which it will perambulate throughout the day, returning to the starting point at six o'clock in the evening.

The number of the dragons, which will be decorated with the most elaborate designs, were invited by subscription, and it is significant of the enthusiasm displayed when it is mentioned that practically the entire Chinese community of Macao and suburbs have contributed towards the display. It is said that "women" and "even" the humblest of persons in the colony have contributed their mite, the more important Chinese hongs vying with one another in the liberality of their respective contributions.

As usual the central figure of the procession will be the dragons. On the present occasion the mythical representations will be seen in two huge dragons which respectively will be of yellow and red, and will be possessed of virtues of which the unbelieved has yet to learn. The dragons have been brought all the way over from Fukien under the special care of fervent sailors. It is said that in their perambulation next week one of the dragons will be carried by female devotees.

Other attractive and characteristic features of the procession will be the "floats" or "floats" gaudily painted and elegantly attired mounted on horseback. There will be, besides, a large number of singing girls, in fantastic pose, representing various scenes from the most famous dramas dear to the Chinese heart. Banners and banneries by the hundreds, richly embroidered canopies, and lanterns will be carried by a large number of followers to swell the length of the gorgeous procession.

Sufficient has been said to give the uninitiated an idea of the ceremonies, which, to be appreciated, cannot be seen in all their details.

A large committee, of some three hundred Chinese, has been organized at Canton for the past three months promoting and organizing the profession. There will be twenty odd Chinese bands besides the usual orchestral accompaniments. The correspondent, who writes from Macao with the foregoing information, states that "all the Chinese boarding-houses are full, and there are, at present, more than fifteen thousand visitors already here." It is expected that fully fifty thousand Chinese will come to Macao to witness the show. "In the point of ice-cream, good music, and fireworks, there is no city in the East, Europeans and foreigners generally will have an opportunity of seeing this Chinese exhibition in all its native picturesque and gorgeous splendour." For foreign visitors the Steamship Company have placed their best and largest steamers on the Hong-kong-Macao run; under a specially arranged schedule to meet this special convenience of residents and tourists alike.

**LIXIN AT SHANGHAI.**

The Peking correspondent of the N. C. D. News writes on 7th Jan. (1904) that Tuan Yang has telegraphed to the Viceroy at Shanghai concerning the levying of lixin taxes upon foreign rice and other goods at Pootung. He states that at the instance of Messrs. Libert & Co., H. B. M. Consul-General at Shanghai, has officially written to him about the collection of lixin taxes upon a certain quantity of foreign rice imported by the said British firm. According to the report of the Customs' Tonsil of Shanghai, all foreign goods are to be collected lixin at the rate of 10 per cent. of the value, as soon as they leave the limit of the foreign concessions and inasmuch as the rice in question was discharged at Pootung directly from steamers for transporting to the foreign settlement, the owners should pay the usual lixin-tax according with existing regulations. But the British representative is of opinion that no such tax was levied by the Chinese authorities before upon foreign goods discharged at the foreign godowns at Pootung, and accordingly to the foreign consuls that as the foreign firms had paid duties for them at the Customs House, it would be quite absurd to prohibit them from transferring the same to the foreign concessions without paying lixin taxes. He urges that no precedent exists for such a course which, if actually contrary to the spirit of the treaties, and requests H.E. Tuan to instruct the lixin office at Shanghai to release the British consuls from this tax, to release the rice boats from their custody. Moreover, as the rice has been damaged on account of its long detention at Pootung, the Chinese officials are asked to pay compensation to the British consuls.

Tseng-tai Chiao reports that in a recent conversation with the Acting German Consul-General at Shanghai, it was mutually agreed that the action of the Chinese Lixin Office directed at Shanghai to collect lixin taxes on rice from the place (Pootung) had the existing regulations were taken into consideration.

His Honour has been instructed to settle the dispute with the British authorities in an amicable manner and to notify the Acting German Consul-General, for the information of German merchants, so as to prevent trouble on both sides when similar cases arise at Pootung.

Messrs. Libert & Co. were caught by the revenue boat of the Chinese Lixin Office opposite to the French Concession on their way

the International Settlement, North of Yangtse kiangpan, the Chinese authorities have over-ruled by existing Treaties to levy linen in the same way as they would on Chinese goods.

On the strength of a report made at Shanghai by Police Station last Friday, by Mr. W. H. Murray, the manager of Taihoon Paper Co., Ltd., Chang Ming, a godson of the late Mr. residing at Chong Ming Road, was arrested on a charge of larceny. It was alleged that the accused stole twenty-six bags of sugar valued at \$150, the property of Messrs. Steinfeld and Co., Ltd., of the 200 Chong Ming Road, Shanghai, and handed them to the Chinese Customs at the wharf on Saturday morning, and returned to his home on Sunday morning, and remained there.



## WEST RIVER PIRACY.

## PATROLLING THE SOUTHERN WATERWAYS.

SUGGESTIONS BY THE BRITISH COMMANDER-IN-CHIEF.

(From a Correspondent.)

Canton, 14th October, 1907.

I forward you herewith literal translations of three important telegrams that have been exchanged between the Waiwupu at Peking and the Canton Viceroy. These telegrams, despatches relating to the West River and the pirate-infested waterways of South China. It will be seen from one of these despatches that the British Commander-in-Chief has been in conference with H.B.M.'s Minister at Peking by whom representations were made to the Waiwupu. The most important of these recommendations refers to the control of the cruising fleet to be built for the purpose of river patrol. Admiral Moore's views on the matter appear to exactly fit with those of the Hongkong Telegraph which, over a year ago, after the Saloman tragedy, advocated for the vesting of the river-patrol into the hands of the Commissioner of the Imperial Maritime Customs.

Appended are the telegrams:—

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang Kwang.]

H.E. Viceroy of Kwangtung, "Hung" (H). The British Minister has represented that the four additional fast cruisers for the West River should be placed under the control of the Commissioner of the Imperial Maritime Customs. The British Admiral also stated that the cruisers in the province of Kwangtung are unfit for service.

We ought to lose no time in ameliorating this state of affairs to avoid their interference.

Now, having arranged with the Ministry of Revenue to put aside the sum of Tls. 200,000 for initiating the river patrol scheme, we should give orders for the purchase of the new boats for active service, as not to give foreigners any cause for complaint.

It is, however, expedient to distinguish the right of control.

We propose to lay the responsibility of arresting pirates upon the local officials and that of searching for smugglers on the Customs.

Please arrange with the Customs. Please also arrange with the Commissioner as to the proper method for conducting this matter. In the meantime, a permanent fund for this expenditure should be raised, and the matter should be given attention without delay.

The British Admiral will be in Canton next month, and it will be opportune for you to find out the indicated horse-power and speed of these cruisers so as to promote mutual understanding.

Reply by telegram at once.

(Sd.), Waiwupu "Si" (H).

II

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang Kwang.]

H.E. Viceroy of Kwangtung, "Hung" (H). The British Minister has called with Admiral (Moore) and alleged that British steamers have repeatedly been robbed on the West River to the detriment of British trade and prestige.

The case of piracy that occurred two months ago was a serious one. The Chinese cruisers were said to be incapable of arresting any of the pirates, who became bolder every day because the officials did not exert themselves and their system of policing was deplorable. He said that his duty was to protect British interests.

If China was not going to effect speedy reform he had to take the matter into his hands. Now robbers are always prevalent in the province of Kwangtung and cases of piracy are happening too frequently on the West River. The local officials do not exert themselves in arresting the pirates and foreigners have good cause for complaint.

A speedy reform is truly necessary. In the first place, guard-boats should be strictly ordered to keep a vigilant watch over the river and arrest all the pirates; and in the second place, magistrates of districts along the river should be strictly ordered to detect and clear all the lairs of robbers in the interior. Rewards should be offered, and time restricted, for the apprehension and punishment of all the pirates connected with each and every case of piracy hitherto reported.

Acting Admiral Ch'un has been an able officer and it is for you to decide whether he should be instructed to take charge of the matter for the purpose of native and foreign merchants so as to avoid recurrences taken by foreigners for their interference.

This is a matter touching the prestige of the State and you must strictly order all the civil and military officers under you to make a diligent search without lapsing into the least carelessness. You should communicate to us by wire how you propose to proceed in the matter any time in future.

(Sd.), Waiwupu "Hap" (H).

III

[Telegram from the Viceroy to the Board of Foreign Affairs.]

Their Excellencies the Board of Foreign Affairs, "Hung" (H). Telegrams marked Si and Hap have been carefully perused.

With reference to the matter of purchasing additional fast cruisers for the West River, since the Ministry of Revenue has been ordered to lay aside the sum of Tls. 200,000 for defraying the initial expenses four powerful and fast steam cruisers (gunboats) should be purchased without delay in accordance with your instructions and the matter attended to properly.

Piracy is an endemic crime in the province of Kwangtung since time immemorial. If a thorough investigation be not undertaken and effectual regulations be not formulated, it would be impossible to effect any reform. I will report the manner of conducting the affair for your approval after consulting with the Acting Admiral Ch'un.

But there is a great deal of inconvenience, if the additional cruisers now proposed be placed under the control of the Commissioner of Customs as requested by the British Minister.

It is an unquestionable fact that the Commissioner has no power of a Superintendent of Police and interference out of his jurisdiction is not permissible. The sphere of influence should be distinctly defined and only the right of searching for smugglers be under his control. For this service there are sufficient launches at the disposal of the Maritime Customs and no more need be added for the present.

Moreover, the proposal for additional cruisers is a special feature for the Police and has nothing to do with the searching for smugglers.

The West River from Chiehchow and Wuchow upwards to the Chikiang estuary is every day infested with pirates and the means for the patrolling thereof with the four additional cruisers as now proposed is still con-

dered inadequate, and therefore it is impossible for them to perform the duty of revenue cruisers at the same time. Besides, the local Government is responsible for the policing of a place.

Therefore even were these cruisers required to search for smugglers, they should still be under the control of the local authorities and they should not be tampered with.

No foreigner should interfere with the matter as to who shall take charge, because it is a policy of internal government. Now I request you to reply to the British Minister promising that four additional fast steam cruisers shall be purchased for the province of Kwangtung and a strict Police system will be undertaken for the extinction of the present piracy. But the service shall be under the control of the Admiral while the Commissioner cannot be allowed to take charge as it will interfere with the right of self-government.

I beg of you to thus reply and adhere to this argument in protesting against his interference.

(Sd.), Yen Chun, "Ho" (H).

## SECRETARY TART'S FLAG.

"McGILLAN'S" MYSTERIOUS SYMBOL EXPLAINED.

While the *McGillan* was lying in Hongkong harbour some speculation arose over the flag which flew from the mainmast. The explanation is given by the *Cablenews* in the following article:—

When the transport *McGillan* approaches Corregidor next week bound for Manila with the Secretary of War on board, the first thing which will attract the attention of the signal officer on watch, if it be daylight, will be the flag flying from the vessel's mainmast. No other will be necessary to inform the signalman that the Secretary of War is fast approaching, for it will be as clearly read as though it was a huge tablet with a full description written upon its face.

It may be of interest to those who are not familiar with this flag to give a brief description of its characteristics, thus enabling us to easily recognize it when seen.

The field of the Secretary of War's flag is red. An eagle with wings outspread, facing the observer and resting upon the national coat of arms, is worked in the centre of the flag. This figure is very similar to that shown on each of the coins in circulation in the Philippines. In its right claw a branch of olives is held; in the left it is a bunch of arrows. Immediately above the head of the eagle is a white circular halo, the centre of which is a red cross, while the eagle holds in its beak a white ribbon with the legend "E Pluribus Unum" appearing thereon. Placed near each corner is a large, white star.

Blue, yellow, white and black bunting enter into the make-up of this flag which is of a design more difficult to make than the President's, as it differs from the Chief Executive's in that it has the four stars in the corners while in the President's they do not appear. The President's flag is white with blue exceptions, exactly similar to the Secretary of War's. The latter, as stated above, has a red field and a star in each corner, while the former has a blue field and no star in the corners.

The flag which is on board the *McGillan* was ordered last week by Captain Scott of the Quarter-master's Department, Manila. The Army was without a Secretary of War flag of the dimensions desired and it was left to the Quarter-master to secure one and that without undue delay. The Army, having no facilities for making this design, called upon the Cavite naval station to supply their needs. The navy storekeeper was unable to furnish the desired article but suggested that one could be manufactured at the station and completed before the sailing of the *McGillan* for Hongkong.

A rush order was placed with the Equipment Department and the Equipment Officer, Lieutenant Commander J. R. Edie, after an interview with the master sailmaker, Mr. E. Valmas, advised that the flag would be manufactured and delivered to Captain Scott in time to allow of its being put on board the *McGillan* prior to her sailing.

For five days fifteen seamstresses under the direction of Mr. Valmas worked faithfully on the flag, the intricate design of which made it necessary to employ hand needle-work to make the feathers, claws, olive branch, arrows, etc.

As completed, the handsome and carefully made flag measures 12 by 24 feet and cost, counting labour and material, about 150 pesos. The sail loft employees are now engaged in making a second one of these large flags for use by the Navy and also one of smaller size which is intended for use on small boats or launches.

There is probably no flag carried by the Army or Navy which is more difficult to manufacture than the Secretary of War's flag, and the sail loft employees deserve much credit for the expeditious and careful manner in which orders given them are executed.

## THE SHANGHAI TAOAISHIP.

The *N. C. D. News*, of 9th inst., says:—The promotion of Tseou, Jui Ching to be Governor of Kiangsi removes from our midst an official whose duties have brought him for nearly two years into close touch with the foreign community of this port. It is natural that during this period the executive of the Settlement should have found himself always in agreement with His Honour, and that from time to time correspondence more or less acrimonious should have punctuated the smooth course of international relations. But there has been nothing to mar the harmonious relations which Tseou Jui has been held by all who have made his acquaintance, while on many occasions ready acts of courtesy performed at the request of this or that foreign official have indicated a disposition to promote when possible general harmony in the Settlement.

The Shanghai Taoaiship, it is well to recall, is also one under authority, and there can be little doubt that the anticipations formed when Viceroy Tseou Jui was appointed to his post have met their fulfilment in part in the improved relations between Chinese and foreigners in Shanghai. Quite recently we have had occasion to express the general satisfaction felt with Tseou Jui's action in issuing proclamations on the subject of the infringement of trade-marks. As far as Shanghai is concerned a point has thus been gained which might have been postponed indefinitely, if we had had to wait for action on the part of the Central Government. This community may well congratulate Tseou Jui on his promotion, and it will be hoped that his tenure of office in Shanghai will make for harmony in all his future dealings with foreigners as an able and trusted official of the Imperial Government.

The appointment of His Honour M. T. Liang to Shanghai is a welcome innovation, as the new appoint will be the first English-speaking occupant of the post. His education abroad cannot fail to promote a more ready understanding in his dealings with foreigners, and we look forward with confidence to a marked improvement during his régime in the relations between the two sections of the company.

## H. B. WU TING FANG.

FAREWELL ENTERTAINMENT BY THE CHINESE COMMUNITY.

A select circle of the Chinese friends of H. B. Wu Ting-fang, Minister-designate for China to Washington, have decided to entertain His Excellency at an informal dinner this week. When Dr. Wu was first appointed to the United States as the representative for China, the native community of Hongkong entertained him at a banquet at the City Hall at which there was present a large and representative gathering of the foreign and native communities. But on the present occasion it has been decided that the entertainment should be of an entirely private character.

It is believed that he will proceed to Peking for an Imperial audience before resuming his journey to the States.

In view of His Excellency's forthcoming departure the following items from the senior Shanghai paper are of interest:—  
H. B. Wu Ting-fang, who has been appointed successor to Sir Chen Jung Liang Ch'eng as Washington, Canton and Peking states, has tried to release the post on the score of ill health. The Central Government, however, has refused to accept his Excellency's plea and it is probable that he will have to go North some time next month.

A eulogistic telegram in the name of a number of wealthy and influential Chinese doing business in the United States was lately received by the Waiwupu, advocating the appointment of Chou Tseou-tung, a Chinese Legation at Washington, as the proper successor to Sir Chen Jung Liang Ch'eng. The Waiwupu, however, replied that H. B. Wu Ting-fang, late Junior Vice-President of the Board of Punishments, had already been re-appointed to the United States as Minister.

## THE SUGAR TRADE.

A JAPANESE COMPLAINT.

The Osaka *Mainichi* complains of the action of the Japan Sugar Refining Company, Limited, since it alleged the Daiichi Sugar Refining Mill, in buying up the Daiichi Mill, and thus monopolising the sugar refining business in Japan, it is pointed out, the company declared that it would continue to export sugar to the United States of America, and check the rise in the price of sugar at home, thus endeavouring to avoid the usual attendant evils of monopolies. The company, however, has entirely ignored this declaration, and has availed itself of the advance in the market of raw sugar to raise the price of sugar. Since the absorption of the Daiichi Mill, the company has been improving its business methods. The Osaka *Mainichi* contends that it is only proper for the company to check the rise in the price of sugar, and to save working expenses and increase profits, but the company should not lose sight of the fact that as it tries to multiply its profits, so the price of sugar advances, to the inconvenience and loss of the public. It is to be deplored that the company shows a tendency to ignore its former declaration, and to plunge into the evils of a monopolised business. There is some excuse for a company resorting to such a course if its business is not paying, but the company in question has been making good profits, as is shown by the fact that it was able to pay a dividend of 20 per cent. even for the last half-year—a period of depression for the sugar market. Without raising the price of sugar, the company should be able to make a larger profit than before by the saving of expenses incurred by competition, which the amalgamation with the Daiichi Mill has rendered unnecessary. 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INTERESTING SPEECHES BY MR. TAFT AND H.E. WU TING FANG.

Mr. Larby is the president, and will be present at the disposal of the Governor of the District of Columbia, for use on the Rio Grande. The launch is to be thirty feet in length with a draft of two and one-half feet and will be able to make about eight knots an hour.—*The Santa Fe Herald.*



## INTERPORT SHOOTING MATCH.

## HONGKONG'S SCORE.

## BEATS SINGAPORE BY NINE POINTS.

In warm weather with bright light and tricky wind the Hongkong team in the Interport Shooting Match fired at 200, 500 and 600 yards targets at Klong Park Range last Friday afternoon. Hongkong's total score is 938, thus beating Singapore by 9 points. Appended are the individual scores—

	200	500	600	Total
Capt. Lamont, H.K.V.C.	29	33	29	91
Sergeant Lapsley	31	35	34	100
Corp. Marshall	31	37	32	100
Gr. I. C. Cole	31	31	30	92
Mr. A. Jenkins, V.R.A.	34	38	32	104
Mr. J. C. Cow	31	31	27	89
Mr. H. H. Pidgeon	31	33	32	96
Or-M. Sgt. English, 1st Mid.	28	30	31	89
Sergeant Lawrence, R.N.	32	32	33	97
Sergeant Sayers, 3rd Mid.	32	33	33	98

The complete record is as follows:—

1889: Shanghai, 819; Singapore, 777; Hongkong, 777.
1890: No match.
1891: Hongkong, 857; Shanghai, 830; Singapore, 741.
1892: Hongkong, 835; Shanghai, 810; Singapore, 752.
1893: Hongkong, 811; Shanghai, 803; Singapore, 768.
1894: Hongkong, 813; Singapore, 817; Shanghai, 760.
1895: Singapore, 914; Shanghai, 903; Hongkong, 879.
1896: Hongkong, 916; Shanghai, 900; Singapore, 870.
1897: Singapore, 934; Hongkong, 916; Shanghai, 860.
1898: Hongkong, 934; Singapore, 913; Shanghai, 813.
1899: Hongkong, 951; Singapore, 926; Shanghai, 887.
1900: Hongkong, 901; Singapore, 909; Shanghai, 900.
1901: Hongkong, 901; Singapore, 834; Shanghai, 841; Penang, 721.
1902: Shanghai, 926; Singapore, 893; Hongkong, 810; Penang, 871.
1903: Singapore, 917; Shanghai, 915; Hongkong, 891; Penang, 750.
1904: Singapore, 919; Hongkong, 919; Shanghai, 908.
1905: Hongkong, 923; Shanghai, 889; Singapore, 860.
1906: Shanghai, 936; Singapore, 900; Hongkong, 891.
1907: Hongkong, 938; Singapore, 929.

## "GAY TIMES" IN THE CITY.

## SEAMEN AT THE MAGISTRACY.

As the result of starting the wine, or to be correct, the whisky, out of countenance, until it made them feel dizzy and gave them the time to paint the town a vivid vermilion, a number of seamen applied and got shore leave on Saturday and Sunday found themselves out of pocket when they had seen the magistrate this morning.

John Cassidy, a seaman of the steamer *Anti-Lochus*, was the first to face the music. He pleaded guilty to being drunk and disorderly and forfeited \$2. He was followed by John Connell, an A.B. belonging to the *Tamar*, from the charges that were entered against him. Connell appeared to have been working pretty hard at Hingham early this morning. He was charged with assaulting Chan Tai, an amah; disorderly behaviour at 5, Shing On Lane (which, in other words, meant playing high jinks with the furniture); punching Police-constable Attwell about his manly chest, and disorderly conduct in the Hingham Police Station, which Sergeant Watt considered a "very bad" thing. The station, Connell did not remember a thing of the bulging, but he pleaded guilty to all of the charges. He left the court-room the loser by \$12. Then followed Osha Zabalista, of the *Manila*, and William Schultz, of the *barque Lantini*. The complaint lodged against them was "making things uncomfortable" for pedestrians in Connaught Road Central on Saturday night, for which they also had to leave something with the sheriff at the Magistrate's. The next on record was Alexander Williams, of the *stallion Home*, and Andrew A. Habbick, of the *Macduff*, who were charged with "making things uncomfortable" at West Point. A widow—Leung Loi—of P. Western Street—lodged a second charge, namely, assault, against Habbick. But as both failed to appear when the case was called on for trial, the case was called an "order to appear" and the matter dropped.

## IMPORTING OPIUM.

## GERMAN CAPTAIN FINED \$100.

The *Singapore Free Press* of 5th inst. says: Captain Wolf of the German steamer *Petchaburi* appeared before Mr. Michell, the senior magistrate, yesterday, on an allegation of importing opium. The charge was made by a man named Mr. Ellis. Mr. C. I. Carver conducted the prosecution.

Police Sergeant Murrell said that on "Tuesday morning he found ninety-nine tins of opium on board the *Petchaburi*. The tins were concealed under the captain's bunk and chest of drawers.

Evidence was also given by Mr. Darke and the Farm tester. The tester said the opium came from Swatow and was valued at \$2,000. He knew it was Swatow opium by the smell.

Captain Carl Wolf said his vessel arrived here on the 1st inst. from Amoy. He was last in Swatow on 13th July. He had strict instructions to search the ship during a voyage and when passengers arrived. The officers and himself thoroughly searched the vessel the day before he arrived. He did not think anyone would dare hide things in his own cabin.

When witness went ashore he looked up his cabin. This was the first time he had ever seen a tin of opium although he had been four years on the ship. Once at Bangkok a quartermaster was caught smuggling a few tins, and was "fined" two years.

By Mr. Carver: He did not tell Mr. Darke he looked the cabin when he went on the bridge. Naturally, he suspected that his "boy" was implicated in the present case.

In answer to Mr. Ellis, Captain Wolf said there was a mark on one of the windows of his cabin which looked as if the window had been forced open.

Mr. Ellis, chief officer, said he searched the vessel thoroughly. The chief engineer corroborated.

Mr. Ellis said that was all the evidence he had to call.

Mr. Wolf said he was perfectly clear the ship had been used for importing opium, and thought the justice of the case would be done by fining the Captain \$100 and confiscating the opium.

## WILLIAM POWELL, LTD.

## ANNUAL MEETING.

The annual meeting of shareholders of Messrs. William Powell, Ltd., was held at the Company's establishment at noon last Saturday. There were present Messrs. E. H. Hinds (presiding), G. C. Moxon, Harry Eyre (manager), H. J. Jilings, J. M. Wong and J. H. Smith.

The notice calling the meeting having been read.

The Chairman said: "Gentlemen, The report and accounts for the past year's working have been in your possession for some days, I will, with your permission, follow the usual custom and consider them read. You will notice that the net amount of credit of profit and loss account is \$2,640.97 which it is proposed to deal with by writing off stock of \$1,500, bad and doubtful debts \$2,095.16 and to carry the balance forward. You will also notice that your directors recommend that the sum of \$4,500 standing to the credit of equalization of dividend fund be absorbed and that the stock be written down accordingly. This item having been invested in the business of the Company is not of a liquid nature, and presuming that it was utilised for the purpose of paying a dividend, it would make our indebtedness to the bank larger by this amount. On these grounds, we trust it will meet with your approval. It would perhaps be as well to state that the amount at credit of investments represents five shares in the Union Insurance Society of Canton. These were bought for the purpose of obtaining the bonus on contributions to shareholders. The dividend and bonus more than covers the interest on this amount, whilst the present market value is considerably in excess of that appearing in the account. Your directors very much regret that they cannot recommend the payment of a dividend; business throughout the Colony has been abnormally slack, but notwithstanding that we have had to meet increased competition it is gratifying to know that our turnover has been almost equal to the previous year, a proof that our store maintains its standing and popularity, and we have every reason to hope that with changes and alterations which have been effected, the Company will return to a dividend-paying stage next year. Our manager who has just returned from Europe informs us that we are well stocked with up-to-date goods, and with the selections he has made at home of fancy articles, we are in a position to cope with the demand, which is sure to come so soon as the waves of depression have passed over. Gentlemen, that is all I have to say, but I shall be pleased to answer any questions shareholders may wish to put.

There were no questions asked.

The Chairman proposed the adoption of the report and accounts.

Mr. Wong seconded.

Carried.

On the motion of Mr. Wong, seconded by Mr. Eyre, Messrs. Hinds and Moxon were re-elected directors.

Mr. Percy Smith was re-elected auditor, on the motion of Mr. Moxon, seconded by Mr. Jilings.

That was all the business. The Chairman regretted that there was no dividend, but hoped there would be next time.

## TROUBLE ON THE "CANDIA".

## INDIAN FIREMEN REFUSE TO WORK.

Forty-one Indian firemen belonging to the P. and O. *Candia* were brought before Captain Radcliffe, Master Attendant, in the Marine Court, yesterday, on an allegation of refusing duty, reports the *Singapore Free Press* of the 5th inst.

Witness charged, the lascars, pleaded not guilty and said they had been badly treated by the chief engineer. They refused to work.

Capt. Radcliffe ordered three of the accused to make a complaint at the Shipping Office and the others to go on board at once.

The accused refused to obey this order.

Capt. Radcliffe ordered the Court to be cleared, and Police Sergeant Dickson and three constables removed the firemen from the room. They offered no resistance.

A coal trimmer of the same vessel then pleaded guilty to refusing to obey orders.

Captain Owen Jones of the *Candia* said that last Sunday morning eight firemen came to interview him. Three of them had wounds, one a wound on his head, another an abrasion on the knee and the other a sore foot. All these wounds they said had been just caused by the chief engineer. Witness sent for the chief engineer and received a message that he could not come as he was wounded and was being examined by the surgeon. Witness got the surgeon to examine the three firemen and he said none of the wounds had been caused that day. The accused was the head man of the coal trimmers who complained to him. Witness ordered him to work on three occasions and he refused. He reduced him to coal trimmer from seaman.

Witness:—But you have already punished him. He can't be punished twice for an offence.

Witness:—But he refused to work several times after that.

Capt. Radcliffe:—Discharged.

Mr. Hauwwell (of the P. and O. Company): "The charge was entered properly, but owing to the stupidity of the clerk here it has been put wrong in the charge sheet."

Capt. Radcliffe:—Let me help that. You have had two chances to put it right.

Another fireman was also charged with using criminal force to the chief engineer. Capt. Radcliffe said he was charged under the penal code and the case must go to the police court.

Mr. Hauwwell said the *Candia* was leaving to-day.

Capt. Jones inquired if the charge could be amended in the other case. It was not his fault, but the stupidity of the Court clerk.

Capt. Radcliffe:—It has been dealt with. You should get a lawyer if you don't understand the charges.

## ROBBING A SHIPMATE.

## "LAWHILL'S" COOK SENT TO GAOL.

Walter John Sinterock, a cook employed on board the sailing ship *Lawhill*, was arraigned before Mr. F. A. Hazelland, last Monday, at the Police Court, on a charge of theft. John Sinterock, a young apprentice, was the complainant, and he accused the cook of stealing a purse containing five sovereigns from him on Saturday.

Accused pleaded guilty to the indictment.

His Worship:—What happened in the case?

Inspector Gourlay said that at four o'clock on Saturday afternoon the ship's boatswain saw acc. go to the complainant's box, open it, and remove the purse. With one sovereign accused managed to get ashore and with another he bought himself a suit. He was then arrested.

His Worship:—When does your ship leave, captain?

Captain:—On the 15th December.

Accused was sentenced to six weeks' hard labour.

## THE DAIRY FARM CO., LTD.

## MEETING OF SHAREHOLDERS.

The eleventh ordinary annual meeting of shareholders of the Dairy Farm Company, Limited, was held at the town depot, 2, Lower Albert Road, last Monday afternoon. Those present were: Mr. Francis Maitland (chairman), Dr. J. W. Noble, Mr. H. E. Osborne, Mr. E. J. Hinds (directors), Messrs. J. Walker (manager), A. Stevenson, Mr. Mausk (acting secretary) and Chan Tong.

The notice calling the meeting was read.

The Chairman said: "Gentlemen, The report and accounts have been in your hands some days and, with your permission, I will adopt the usual course and take them as read. During the period under review we have been unfortunate in having two serious attacks of sickness among the cattle which caused your manager, Mr. Walker, and directors much anxiety; however, we are now quite over it and the herd is well and healthy. Every precaution is taken to keep out disease, and our thanks are due to your manager for his special exertions during trying times. Notwithstanding this, our policy of writing down our assets and building up a reserve from profits followed for many years past has gone a long way towards enabling us to place before you a by no means bad account, and I am glad to tell you that all our subsidiary businesses are now on a paying basis and help to augment our profits to an appreciable degree. It is our desire to place before our customers the purest of our milk and cream and the best obtainable of butter, cheese, hams, bacon, chickens, etc., and to keep up our reputation for quality. Our secretary was granted leave of absence for eight months and he should return in a few weeks. Mr. Mausk has acted in his stead and has given your directors satisfaction. I trust you will approve of the appropriations as set forth in the accounts and report. Your directors after careful thought decided to discontinue fire and typhoon insurance, except fire insurance on the town depot, and \$5,000 of the profit and loss account to start fire and typhoon insurance fund. Our risks are well scattered and a saving of about \$2,000 per annum in premium will be effected. It is recommended that a sum of not less than \$2,000 be added to the typhoon and fire fund each year out of the profits. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

No questions were asked.

The Chairman proposed the adoption of the report and accounts.

Mr. Stevenson seconded.

Carried.

Mr. Walker proposed the re-election of Mr. F. Maitland and Mr. E. J. Hinds to the directorate.

Mr. Chan Tong seconded.

Carried.

Mr. Stevenson proposed that Mr. W. H. Potts be re-elected auditor. Mr. Walker seconded.

Carried.

The Chairman:—Thank you for your attendance, gentlemen. Dividend warrants are ready now.

That terminated the meeting.

Another illicit postman.

Just arrived from America.

Before Mr. F. A. Hazelland, at the Police Court, this morning, Chan Ping of 156, Connaught Road Central, was charged with bringing letters into the Colony without permission from the Postmaster-General.

There is no post office where I came from, was defendant's excuse.

His Worship inquired of Mr. Savage, who represented the Postmaster, if that was so.

Mr. Savage:—He came from Macao, your Worship.

Defendant:—I did not come from Macao. I came on the *Kishan*.

Sergeant Davitt:—There is a postal box on every steamer, your Worship.

Defendant:—I have just arrived from America and did not know the rules.

Sergeant Davitt stated that at about eleven o'clock yesterday morning he was on duty at the Canton wharf when the *St. Paul* came in. When defendant left the ship he searched him and found ten letters on him. These were from America and addressed to different homes in Hongkong.

A fine of \$100 was imposed, the alternative being two months' imprisonment.

Water return.

Level and storage of water in reservoirs on the 1st October.

LEVEL.

1906. 1907.

Tytah (overflow) 1906. 1907.

Bywash (overflow) 1906. 1907.

Tytah Low Level (overflow) 1906. 1907.

Pokfulum (overflow) 1906. 1907.

Wong-nai-chung (overflow) 1906. 1907.

STORAGE GALLONS.

1906. 1907.

Tytah 399,320,000 407,000,000

Bywash 25,847,000 25,908,000

Tytah Low Level 16,389,000 16,389,000

Pokfulum 70,220,000 69,800,000

Wong-nai-chung 3,678,000 3,260,000

Total 517,060,000 523,417,000

Consumption of water in the City of Victoria and Hill District during the month of September.

1906. 1907.

Consumption 119,318,000 145,732,000 gallons

Estimated population 234,900 205,560

Consumption per head per day 16.9 23.6 gallons

Rider Mains in operation up to 17th and constant supply during the remainder of the month of September, 1907.

Consumption of water in Kowloon Peninsula during the month of September.

1906. 1907.

Kowloon New Reservoir 112,000,000 gallons

Consumption 114,844,000 23,611,000

Estimated population 81,000 79,700

Consumption per head per day 61 90 gallons

The return of consumption is not very reliable at various works at the extension of the connection with the distribution system and the fixing of fire hydrants.

The Government Analyst reports that the water is of excellent quality.

W. CHAMMAN.

Water Authority.

## THE INTERPORT CRICKET MATCH.

## PROBABLE SHANGHAI TEAM.

It has been definitely arranged that the Shanghai Interport Cricket team will leave Shanghai for Hongkong on November 21, by the P. & O. S. *Aradida*. The constitution of the team is now out of the principal topics for discussion, says the *N. C. D. News* of to-day, and the selection committee will doubtless have a difficult task to satisfy the critics. There still remains more than a month for practice, during which developments may be expected, but on the whole, the team is probable that the team to represent Shanghai will be chosen from the following:—

1. L. Walker. Whose sound judgment and experience entitle him to the captaincy of the XI. Weak eyesight now handicaps his batting but, when once set, he scores rapidly and is good in the field at cover point. A modern change bowler.

2. Captain E. J. M. Barrett. Undoubtedly the best batsman in Shanghai. Is apt to take risks against weak bowling, but against good bowling is a splendid example to our younger batsmen, as he plays himself well in and then, when the bowlers' patience is becoming exhausted, is a punishing batsman. As a change bowler, often gets wickets with his "dokey" drops and is a safe fielder at mid-off and in the country. Can also keep wicket.

3. V. L. Lanning. The best bowler in Shanghai. Since his return from England has shown that he has lost none of his previous skill. Breaks both ways and bowls well on any wicket. From lack of recent practice, has fallen off in batting, but at his best is a dangerous batsman and a quick scorer. Fields well in any position, and is the best short stop in Shanghai.

4. A. E. Harrison. One of the best all-round cricketers. Shanghai has had a lengthy experience, both in interport and inter-club matches. As a batsman is not always reliable, but often makes runs when they are most required. A good bowler, with medium pace, and breaks both ways. Bowled particularly well last Saturday, when against the "Single" team, he took 10 wickets for 33 runs. Reliable in the field.

5. H. B. Hildebrand. A young but brilliant batsman. Has a great deal of cricket experience; quickly, his principal fault is that he is always anxious to make runs too quickly. Fields well, and is a moderate but somewhat erratic fast bowler.

6. A. F. Whelan. The best wicket-keeper in Shanghai. Has improved immensely in this department. As a batsman he frequently makes double figures and occasionally hits well, but has a cramped style.

7. A. Rodolph. Has scored very consistently this season. A strong defensive player and when well set, hits out hard and often. A good fielder.

8. H. Middleton. A very sound and steady batsman. Has sufficient experience to know he must not dabble with off-balls purposely delivered—a common fault in the present generation of Shanghai batsmen—and is particularly strong on the leg side. Would be a reliable man to balance the batting portion of the XI.

9. D. R. McEwen. A good, all-round cricketer. Has improved very much in both batting and bowling, but a moderate batsman. Batting very steady, perhaps over-cautiously, and is strong on the offside. A good change bowler, with a puzzling action.

10. T. Main. A good right-hand fast bowler, with a natural break from leg. Takes time to find his length, but is always difficult to play. A good fielder, but no bat.

11. R. N. Anderson. The "googie" bowler, who has lately met with splendid success on wickets that gave him any day. A very reliable bat, very severe on leg balls.

12. S. M. Wallace. A batsman who nearly always gets double figures and scores very quickly. Very strong on the leg side. A splendid fielder, both in the slips and the country, and returns the ball very quickly. A fair change bowler, who often gets wickets cheaply when others fail.

13. J. K. Brand. A stylish and steady batsman who plays correct cricket. Scores slowly, but this is probably due to lack of strength. Reliable in the field and bowls occasionally.

14. If a reserve wicket-keeper is required, which seems unnecessary for one match, with Barrett as emergency man, T. Veitch and P. Lamb have both claims to the position. Veitch is very smart behind the stumps, is a useful bat, and a brilliant fielder in any position. Lamb keeps wicket well, is a good forcing batsman and a safe fielder.

CHINESE LABOUR IN JAPAN.

AN IMPORTANT POINT.

The latest development of the Chinese labour question in Japan reported in yesterday's paper, whereby a number of Chinese employed by Messrs. C. Nickel & Co. at their yard at Takahama, near Kobe, have been ordered to be deported, raises an interesting and important point.

On inquiry at Messrs. Nickel's offices yesterday, it was learned that the 14 Chinese in question are not coolies, nor even ordinary labourers, but skilled workmen, engine-builders, who are earning ¥1.50 each per day without overtime. Their labour is more expensive than Japanese, but is more reliable and thorough, and they are regarded as altogether better workmen. Soon after the Chinese had started work at the Takahama yard, Messrs. Nickel were informed by the police that the importation of Chinese labourers was contrary to the provisions of Imperial Ordinance No. 33 of 1899, and that the Chinese must be sent back to China. Messrs. Nickel appealed to Governor Hattori, who referred them to Mr. Uchiumura, the Chief of Police. Several interviews took place between this official and representatives of the firm, but no settlement could be arrived at other than the deportation of the Chinese. The authorities were asked if the Chinese could remain if arrangements were made for them to live in Kobe, and travel up and down the line to work every day, but the reply was in the negative.

It is contended by Messrs. Nickel & Co. that the Chinese employed by them at Takahama do not come under the heading of "labourers," as laid down in the Ordinance, seeing that they are all skilled men. We believe that the Chinese Consul at Kobe also takes this view and contends that the Chinese are entitled to treatment under the most-favoured-nation clause. An appeal has been made to Tokyo, we understand, by the Chinese Consul at Kobe, and pending developments the Chinese workmen at Takahama are having a holiday at their employers' expense.

It certainly seems an anomaly that Chinese tailors, painters, printers, etc., may follow their vocations without interference in Kobe, and some even beyond the city limits, at Tokushima, for instance, and yet these men at Takahama are refused permission to work.

The Japanese authorities do not show more toleration to the stranger within their gates than we scarcely the right to expect it from others when the positions are reversed—Japan Chinese.

## SHANGHAI SHARE CASE.

## BENJAMIN AND POTTS V. GORDON NIELSEN.

In the Danish Consular Court at Shanghai, on the 4th inst., before Mr. T. Rasmussen, this case was forwarded another stage. For the defendant Mr. Home filed further particulars of defence, and Mr. Jones (for the plaintiffs) put in the following reply to Mr. Home's document:—

In reply to the defendant's further statement of 25th September, 1907, the plaintiff says:—

1. The Plaintiff brings into Court the original contract, dated 1902, in their previous statement and deny the Defendant's allegation that such documents or any other documents relied upon by them are concerned with any transaction other than those between the Plaintiff and the Defendant. The Plaintiff further states that they are unaware of the present whereabouts of Messrs. Van Nierop and Lenox Simpson signatories of certain of the aforesaid contracts.

2. George Hutton Potts, the representative of the plaintiffs at present in Shanghai, is prepared to take an oath that the various original documents referred to are authentic documents and that the signatures affixed thereto are the respective proper and genuine signatures of the persons whose signatures they purport to be and if necessary is prepared to call further evidence to verify such signatures.

3. The Plaintiff admits that the firm of Benjamin, Kelly and Potts carried on business at Hongkong as in Shanghai but they deny that in selling the shares referred to in paragraph 2 of the Defendant's statement of the 25th September they were selling to themselves. The branches of Benjamin, Kelly and Potts acted in the matter as brokers in Shanghai and Hongkong respectively and when the Shanghai branch sold the shares to the Hongkong branch purchased on behalf of specific consignments.

4. The Plaintiff did not act in the matter as jobbers but as brokers and further they allege that even if they had acted as jobbers that fact would in no wise affect the validity of the transaction or the liability of the defendant.

5. The China Commercial Company's correct name of which is "The



## WUHOW NOTES.

## CHANGES.

Wuhow, 14th October.  
Mr. H. Darby-Tyrell, of the Wuhow Customs, has been transferred to Kowloon. Mr. Tyrell, left for Hongkong by S.S. *Linton* and had a great send-off from the Chinese indoor staff.

Mr. A. Wilson from home leave is expected to be appointed to the Wuhow Customs.

**SHOOTING MATCH.**  
A return shooting match was fired a couple days ago between teams representing H. M. S. *Robina* and the Wuhow Recreation Club. The local men did much better than usual and put up a good shoot. The Navy were, however, victorious by the narrow margin of 3 points.

The following are the scores:  
H. M. S. *Robina*..... 20  
Wuhow Recreation Club..... 17  
Total 37

## JAPANESE GIRL DISCOVERED ON "HONGKONG MARU."

The fumigation of ships with sulphur is intended for the slaughter of rats, but, as the officers of the *Hongkong Maru* discovered on Saturday, the fumes of the sulphur gas are potent to reveal other things besides dead rodents. In this case it was a pretty female stowaway—a dark-haired and golden-complexioned Japanese girl known as Toma Nagasaki, who was found on the ship's company.

This is the story of the discovery of Toma Nagasaki and the confusion of the guilty who hid her away from the too curious eyes of the white man official.

Toma was beautiful among the maidens of her country, her teeth were like ivory and her complexion pure gold, but she was a stowaway. She paid no passage money on the liner from the Orient. Although she was clad in the uniform of the quarantine service—a bordered man wearing gold-bowed spectacles—boarded the *Hongkong Maru* on Saturday to fumigate with sulphur gas and kill the rats.

## GIRL IS SMOKED OUT.

"It will be useless to fumigate this cabin," Doctor said a quartermaster, as Dr. Drew approached a certain door, and that cabin was passed for a time. But the doctor was persistent and determined to fumigate the white ship. So the sulphur-pots were lighted after everything had been made tight, and the crew and the quarantine official stood on the deck until the sulphur gas should have done its work of slaughter below.

Then it was that a small and female cry reached their ears, and looking over the side of the steamer they saw the head of the beautiful Toma Nagasaki peering out of a porthole below. Her neck was swathed with towels, for she had planned cleverly to stuff the porthole with these and to keep the sulphur fumes from her clothes. But the device was not good. The pungent fumes leaked through the folds of the towels and got in her eyes and nostrils until she cried out and was discovered.

Toma was rescued from the sulphur fumes, only to be taken ashore by the quarantine doctor and incarcerated in the detention sheds at the Pacific Mail dock, for Toma was a stowaway.

## CHINA'S FINANCIAL REFORM.

Writing on 24th Sept., the Peking correspondent of the *N. C. D. News* says:—Duke Taishan, President of the Tzu-chu-hui (Ministry of Finance), recently memorialized the Emperor Dowager in regard to the proposals of their Excellencies Wang Ta-hsiang, Junior Vice-President of the Wai-wu-pu (late Chinese Minister to Great Britain), who will shortly propose to London to study British constitutional subjects, and Hu Wei-teh, Chinese Minister to Russia, concerning the reorganization of Chinese currency as stipulated in the Mackay Treaty of 1902. The President states that, after careful consultation with the Government and the various Viceroy Governors, the suggestions of His Excellency Wang Ta-hsiang, as a foreign expert to act as adviser to the Ministry and the floating of a foreign loan are impracticable, as the financial control of the Empire would be in danger of falling into the hands of foreigners. Prior to the actual establishment of the proposed gold standard in China, the Ministry will endeavour its utmost to introduce the following reforms—

- 1.—The establishment of an office for the investigation of all matters in connexion with this important question.
  - 2.—The accumulation of gold.
  - 3.—The prohibition of the circulation of notes by Chinese banks.
  - 4.—To make agreements with the Powers for the prohibition of the importation of foreign silver bars and dollars into China.
  - 5.—To limit the circulation of notes by foreign banks at the various Treaty Ports.
  - 6.—The increase of the capital of the Huping-shing, or Bank of the Ministry of Finance, so that more branches and agencies may be established at all the important cities throughout the country.
  - 7.—The limit of the daily output of the copper mints in the various provinces.
  - 8.—The coinage of new silver dollars of the same weight and size as the Mexican.
  - 9.—The dispatch of reliable officials to Japan to study financial matters with a view to the adoption of Japanese methods in China.
  - 10.—The appointment of foreign-educated Chinese financial experts to act as advisers to the Ministry of Finance instead of foreigners, in order to avoid diplomatic disputes in future.
- The above were passed by an Imperial Rescript and will be gradually put into force. In a recent memorial to H.E. Yuan Shih-kai of Chihli, the Customs Tact of Tientsin, Mr. Liang, is in favour of the flotation of a foreign loan of £10,000,000 upon the guarantee of the existing silver in China, which he says, can be sold at £1.50 per 1000 net profit every year. But this proposal was also rejected by the Government, which is evidently endeavouring hard to avoid foreign loans for any enterprises in the Empire, for fear of international complications.
- The Ministry is carefully going through the proposals of Professor Jenks so as to see whether any could be adopted by China.

## GERMAN VESSEL IN DISTRESS.

## EXCITING EXPERIENCE.

The German steamer *Marcellus*, of the Hamburg-America Line, arrived in Yokohama harbour on Thursday evening, in distress.

The *Marcellus*, says the *Japan Herald*, was bound from Moji for San Francisco, and left the former port on the 15th ultimo at 3 p.m., at which time a fine breeze was blowing. On the 17th at 10 a.m. the ship was out of the Bungo Channel, but she had hardly entered the Pacific before she was caught in a gale, and commenced to ship water over the decks. The wind was blowing from N.N.E. During the afternoon the wind increased, and in the evening the *Marcellus* was about in the centre of a typhoon.

At 8 p.m. a steamship connecting the steering gear on the bridge with the engine was broken off by the heavy sea, and water began to pour into the engine room through the leak thus left, with the result that the engines were stopped.

Almost simultaneously a bulkhead parting, the bunkers from the engine room gave way, and a mixture of coal and water rushed into the engine room, filling all parts of the engine.

Now began a hard time for the crew. One of the ladders leading from deck up to the bridge was entirely torn off by the sea and washed overboard, while one of the ventilators leading down to the stokehold on the starboard side met with the same fate. Most of the piping on deck supplying the winches with steam was likewise torn off, and even one of the doors of the steering house on the bridge was washed away. Away aft the deck-telegraph and the patent-lead winch were washed overboard.

The worst damage done, however, was on the port side, just before the bridge, where the sea tore a hole in the deck, through which the water poured down into the forehold.

One of the sailors, an American, was sent forward on the forecastle-head to remove the ventilator and put canvas covers over the holes, but he was caught by a sea and washed down amidships.

From then on until Saturday night (the 21st) all hands, including officers and sailors and firemen, were kept working day and night, bailing water out of the engine room with buckets. Even the cook had to stay in the galley as long as 21 hours on a stretch, standing by to give the men an occasional bite to eat.

On Saturday night their work was so far advanced with success that they considered that having a little rest, and they were then divided into gangs, working six hours and resting three hours. On Monday last the ship was able to move her engines again very slowly, and at last managed to reach Yokohama. After being repaired she will resume her voyage to the Golden Gate.

## OPIUM SMOKING OFFICIALS.

A Peking despatch of 10th inst., published in the *Shanghai Mercury*, says:—Since the Imperial Decree prohibiting opium smoking was issued in the last year the Government Council compiled detailed regulations. In the decree it has been clearly stated that officials who have the habit of smoking opium are allowed to report themselves at being such a habit and to state the date when they will stop the habit and thus We have shown our leniency in treating our officials and therefore they should feel themselves ashamed of such a habit and endeavour to stop opium smoking. It is more than half a year and We made investigations about the officials in the Metropolitan and provinces whether they have been able to comply with our wishes in reference to the habit of opium smoking. Amongst these officials we find that K'ang Hsin (Prince Ju), T'ai Kung (Prince Chung), Lu Pan-chung (President of the Censorate) and Chen Ming-kao (Vice-President of the Censorate) are not able to get rid of the habit which is clearly proved. This is really due to their procrastination and neglect of Our order and therefore they should be severely punished summarily and there is nothing to regret or be pitted in their being thus punished. However, We consider that their habit has been for such a long period, and We allow them to retire from their official duties for the present and to have acting officials in their positions, according to the regulation, so as to enable them to further try to stop their opium smoking habit and if they can stop such a habit promptly they may be allowed to resume their original positions. Regarding the officials, civil and military, high and low, of each yamen in Peking and provinces who may likewise not be able to stop their habit though the six months as stipulated have passed, We grant them special leave and extend the date of such prohibition for three months from the date of this decree. All the high officials, civil and military, in Peking or provinces, who have opium smoking habits, should report themselves to Us upon their habit and the rest of the officials should report themselves to the chiefs of the Boards or other Yamen, Tartar Generals, Viceroys, Governors and Lieutenant-Generals of Banner garrisons of the same and they should follow our order promptly without mistake, they should not neglect the same and they should not stop in the middle of the abstinence and thus become unable to remove the habit. If there is any one who cannot stop the habit by the date fixed such official shall be severely and strictly dealt with as We will not give them any more leniency.

## JAPANESE GOVERNMENT MONOPOLIES.

## PROPOSED INCREASE IN PRICE OF CIGARETTES.

The *Japan Chronicle* says:—The Government has incorporated the three monopoly offices—the Tobacco, Salt and Camphor, into one, with a view to doing away with superfluous hands and effecting economy generally. At the same time the authorities are investigating means for obtaining increased revenue from the monopolies, in order to make good deficit in the revenue. We are informed that as the first step towards increasing the revenue, the authorities have decided to raise the price of tobacco. The supply of leaf tobacco produced in Japan, it is stated, has fallen short of late to meet the greatest demands of the Japanese consumers, as shown by the continued scarcity of the supply of the better classes of cigarettes. So scarce has been the supply of leaf tobacco that the demand for cigarette and cut tobacco cannot be filled without importing the foreign leaf. The Government proposes to reduce the production of cut tobacco to the lowest possible minimum, and to increase the production of those cigarettes which have proved the most lucrative, and to raise the price—the "Fuji" brand from 10 to 15 sen, the "Shikishima" brand from 8 to 10 sen, the "Yamato" brand from 7 to 10 sen, the "Asahi" brand from 6 to 10 sen and the "Yamashiro" brand from 5 to 10 sen. At the same time the prices are raised, the names of all "brands" will be changed. The quality of the "Yamato" and lower grades will be lowered, with a view to encouraging the sales of the better qualities. It is expected by the Government that the change will bring in an additional revenue of about ¥10,000,000 and ¥18,000,000. The new prices will be put into force on April next.

## SINGAPORE ESTIMATES FOR 1907.

## EXPENDITURE, TEN MILLIONS.

## REVENUE NINE AND TWO-THIRDS.

The Supply Bill for next year was published as a Gazette extraordinary yesterday (Oct. 10) afternoon, and detailed estimates of revenue and expenditure are attached. The estimates will be given at to-day's Council meeting, but the following particulars can be gleaned from the estimates, says the *Free Press*:

Revenue..... \$9,584,237  
[(\$9,000,000 more than this year)]  
Expenditure..... \$10,091,920  
[About a million more]  
HEADS OF REVENUE:  
Land Revenue..... \$3,995,200  
Licences..... 6,375,000  
Stamps..... 600,000  
Increase \$100,000  
Post and Harbour Dues..... 105,780  
Post Office..... 518,350  
Railway..... 224,500  
Fees of Office..... 3,470  
Reimbursements..... 290,599  
Interest..... 290,100  
District Collections..... 157,960  
Special Receipts..... 148,400  
Land Sales..... 38,500  
[Decrease \$100,000]  
Total Revenue..... \$9,584,237  
In 1907, \$9,429,189; in 1906, \$9,618,313; in 1905, \$11,657,424.

HEADS OF EXPENDITURE:  
Public Debt Charges..... \$400,000  
Pensions, Allowances &c..... 3,776,920  
Personal Emoluments..... 3,776,920  
Departmental Charges..... 1,439,167  
Special Expenditure..... 143,757  
Military Expenditure..... 1,757,605  
Volunteers..... 396,000  
Works and Buildings..... 225,390  
Roads, Streets, &c..... 1,311,901  
Special Works..... 29,125  
Total..... \$10,091,920

As against \$9,684,674 for the current year, \$8,748,820 for 1906 items, we find the Railway in 1907, \$9,429,189; in 1906, \$9,618,313; in 1905, \$11,657,424.

New pensions are Sir Lionel Cox, \$5,621; Mr. H. N. Trotter, \$4,661; Sir J. A. Swettenham \$1,399; F. G. Bateman \$1,411. Special expenditure in the Marine Department includes \$8,000 for reconstructing Albuquerques \$1,800 for new lamps for Wigham Buoy; \$12,000 for a new launch. Among other special expenditure is \$2,000 extension of laboratory, Raffles Institution. Building Grant Sir Xavier's Penang \$17,500; new edition of the Ordinances \$8,000; Flora of the Malay Peninsula \$8,572; Relaying line between Tanker and Bukit Timah \$16,000; one-third cost of wagon-ferry, Johore Straits \$240,000; and new Cape Rhodé \$100,000. New Tanjong Pagar Hospital \$102,306; Maternity Hospital, \$18,000; new Quarantine Camp \$50,000; Singapore river bridge \$137,150; demolition of Fort Cornwallis \$50,000; jolly sheds Penang, \$50,000.

## VOLUNTEER CORPS ORDERS.

## CAMP.

1. Launch for conveyance of Corps will leave "Blake Pier" at 2.45 p.m. on Saturday, 19th inst.
2. Uniform for all Units:—Khaki, khaki helmets, puttees and black boots.
3. Baggage of members should be limited as much as possible.
4. Members of the Corps who are desirous of taking a servant to Camp, and have not yet obtained a pass, should apply to the Headquarters at once with amount necessary for same (30 cents) for each day the servant is retained in Camp.
5. Volunteer Headquarters will be closed from 1 p.m. on Thursday, 17th inst., until the completion of Camp.
7. Every member should take a flannel belt in his kit to be worn at night to prevent chills, etc.

## PROMOTION.

The following promotions will take place with effect from the 30th September, 1907:—

- RIGHT NO. 1 COMPANY.  
Gunner Peake To Bombr.  
Gunner Loureiro To Bombr.
- RIGHT NO. 2 COMPANY.  
Corpl. F. O. Day to Sergt.  
Gunner H. L. Bennett To Corp.  
Gunner P. J. Bilen To Corp.  
Gunner B. T. Jackman To Bombr.
- LEFT NO. 1 COMPANY.  
Corpl. Marshall To Sergeant.  
Br. E. M. Hayward To Corp.  
Br. H. E. Sayer To Corp.  
Gunner Crawford To Corp.  
Gunner Lark To Bombr.  
Gunner C. B. Hayward To Bombr.

## JOINED.

Mr. H. J. Stevens joined the Corps on the 9th October, 1907, assigned Corps No. 993 and posted to the Right Half No. 2 Company.

Mr. W. F. Brewer joined the Corps on the 11th October, 1907, assigned Corps No. 999 and posted to the Left Half No. 1 Company.

Mr. H. V. Wilkinson joined the Corps on the 11th October, 1907, assigned Corps No. 1,000 and posted to the Right Half No. 2 Company.

Mr. D. D. Young joined the Corps on the 11th October, 1907, assigned Corps No. 1,001 and posted to the Left Half No. 2 Company.

Mr. B. Croucher joined the Corps on the 11th October, 1907, assigned Corps No. 1,002 and posted to the Left Half No. 2 Company.

Mr. W. Mackintosh joined the Corps on the 11th October, 1907, assigned Corps No. 1,003 and posted to the Left Half No. 2 Company.

Mr. E. Long joined the Corps on the 11th October, 1907, assigned Corps No. 1,004 and posted to the Engineer Company.

## RESIGNED.

Bombr. F. A. A. resigned to resign with effect from the 7th October, 1907.

Bombr. J. Quinn is permitted to resign with effect from the 9th October, 1907.

Bombr. W. H. Woolley is permitted to resign on account of ill health with effect from the 9th October, 1907.

Corporal A. Watson is permitted to resign with effect from the 9th October, 1907.

Gunner O. M. S. Alves is permitted to resign on account of ill health with effect from the 15th October, 1907.

## STRUCK OFF.

Sapper W. E. Ross is struck off the strength of the Corps with effect from the 15th October, 1907.

Sapper V. Watson is struck off the strength of the Corps with effect from the 15th October, 1907.

Sapper F. W. S. is struck off the strength of the Corps with effect from the 15th October, 1907.

Gunner T. P. Conolly is struck off the strength of the Corps with effect from the 15th October, 1907.

## EXCHANGE AND CURRENCY.

## STRAITS GOVERNMENT DO NOT ANTICIPATE ANY DIFFICULTY.

Throughout the year, pointed out the Governor of Singapore in his Budget speech on 11th inst., in spite of the very large payments which had to be made locally to satisfy the Tanjong Pagar award, exchange has remained very steady, and unless the Banks which have the privilege of issuing Bank Notes against securities deposited in London increase their issues, the Government do not anticipate any difficulty in keeping the limits of exchange within the range of the cost of shipping gold. So far it has not been necessary to make use of anything but very small notes of the power of issue of redeeming notes by buying or selling telegraphic transfers on London. The increasing popularity of our note issue is shown by the fact that it has increased by more than 20 per cent. during the year. During the same period there has been a substantial increase in the issue of Bank notes which has grown from about eleven hundred thousand dollars in December last to close upon two million dollars at present.

In view of this fact and the diminution in the metallic circulation which has already taken place, and the further diminution which may be expected next year when the Straits dollar is demonetised in Sumatra, the Government have come to the conclusion that our needs so far as metallic circulation in standard dollars and half dollars is concerned, will be met by about twenty million dollars. \$17,555,000 of the old large issue have been melted and are in process of being straggled into the new and smaller dollars. This should produce \$16,340,000 in new dollars and when the dollar change has been completed, it is proposed to ship enough old dollars to produce \$1,000,000 in new half dollars. This, especially if the tendency of our note issue to grow to the displacement of our metallic circulation should continue, will it be believed prove ample for our needs of standard coin for some years to come.

The old dollars are received in exchange for the new, they will be sold from time to time and replaced in our coin reserve by their equivalent in gold, the loss being debited to the Gold Standard Fund to which will be credited the whole of the profit on the new issue, and also all profit on any future coinage. From time to time, we shall continue to withdraw the subsidiary coin which is still to some extent redundant, and dispose of it in the market at its full value for reducing the loss to the Gold Standard Fund, and when the coinage of our standard coin is complete, we shall begin to withdraw the whole of our existing subsidiary silver and replace it by a coinage of the same size and weight as at present but of only 600 as compared with 800 fineness. The whole of the profit on this transaction will also be credited to the Gold Standard Fund. These operations will take some time to complete, but when they have been carried out we shall at last have placed our currency on an im. regnable basis.

## CURRENCY OF THE STRAITS.

The following questions, inter alia, standing in the name of Mr. August Huttenbach were then put:

- "Have Government decided on any and on what policy with regard to—
- (a) Dealing with the profit from the re-coinage of the Silver currency?
  - (b) The situation created by the demonetisation of the Straits Dollar in Sumatra?
- The replies were as follows:—
- (a) The profit from the re-coinage of the silver currency will be paid to a fund called the Gold Reserve Fund. This fund will be built up out of the present and all future coinage operations; it will exist for the purpose of guaranteeing the difference between the intrinsic and token value of the silver whether in active circulation or in the note reserve.
  - (b) The Government is aware that a large number of notes and dollars will be returned to the Colony and will take steps that the amount thus returned will be put out of circulation.

## MISSING RIFLES.

## FISHERMAN DICTATES TO THE COURT.

At the Police Court, this morning, the master—Choo Choi E' of fishing No. 12,674, was arraigned before Mr. C. A. D. Melbourne, charged with exporting two rifles into China some time this month. Defendant pleaded guilty to the charge.

The arrest of the defendant came about yesterday afternoon under interesting circumstances. A police pinnace was out searching for the pirates, whose attack on the cargo boat *Mut Wo* was reported in our last issue. When the defendant's boat was sighted lying at anchor in Deep Bay. The pinnace went alongside and defendant was asked to produce his licence. This he did. According to the licence he was permitted to carry six rifles to protect himself and his crew, but the fisherman could only produce four when the officer called for them. He was unable to account for the absence of the other two rifles.

His Worship—Where are the other two rifles?

Defendant (haughtily)—It rests with your worship to deal with the case.

His Worship was not to be put off that way. "What happened to the two other rifles?" he demanded.

Defendant, who was far from being frank with the Court, replied that "he had lent them to relatives."

A fine of \$25, with the alternative of one month's imprisonment was imposed. Needless to say the penalty was paid forthwith.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley from the 13th to 14th October, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.  
Mr. J. K. Grant..... 94-14-80  
Mr. T. S. Forrest..... 84-4-84  
Mr. E. J. Grist..... 85-0-85  
Mr. D. E. D. Ray..... 85-2-85  
Mr. T. C. Gray..... 93-7-86  
(14 entries).  
POOL.  
Mr. J. K. Grant..... 94-16-78  
Mr. T. S. Forrest..... 84-4-84  
Mr. D. E. D. Ray..... 85-2-85  
Mr. E. J. Grist..... 85-0-85  
Mr. T. C. Gray..... 93-9-84  
(15 entries).  
Winner of Cup and Pool.  
The Protection Pinn Competition was won by Messrs. Forrest and Morley, who beat Messrs. Farr and Wootton in the final by 4 up and 3 to play.

## CUTE CHINESE HOUSEBOY.

## TURNS CHIEF JUSTICE'S RESIDENCE INTO A RESTAURANT.

During the absence of Sir Francis Pigott, Chief Justice of Hongkong, on a vacation in Japan, his residence, "Eyreie," the Peak, has been turned into a restaurant. Some of the strange revelations made in the Police Court, this morning, by Police Sergeant Gordon, of Mount Gough Police Station, during the hearing of a case, Lau Chung, a house-keeper, residing at 6, Des Voeux Road Central, was charged before Mr. F. A. Hazeland with being found in the servants' quarters of the "Eyreie" yesterday afternoon without the permission of the occupier.

"I went there at the 'boy's' invitation," said accused in answer to the charge.

"But did you have the occupier's permission?" asked the Court.

"The occupier was not there," came the reply.

Yesterday afternoon, while on patrol duty, Sergeant Gordon received information that there was "something doing" at the "Eyreie." The sergeant started out to investigate and on reaching the premises he was surprised to find about fifty Chinamen, who had gone to the Peak to celebrate the Chung Yung festival, seated around small tables in the garden, sipping tea, and taking in the scenery. Notices had been posted all round the garden advertising the fact that tea and cakes were sold there. The refreshments were provided by the "boy" of the house. When the "guests" had retired, Sergeant Gordon took a trip to the back of the house and found accused in the servants' quarters, putting on his coat, ready to leave.

His Worship—Are you going to prosecute the "boy"?

Sergeant Gordon—Yes, your Worship.

The case was then adjourned to allow a summons to be served on the house "boy" for keeping an eating-house without a licence, when both cases will be heard together. Accused was released on bail of \$10.

## OSAKA CATASTROPHE.

## TERRIBLE SCENES ON THE YODOGAWA.

At 3.30 yesterday afternoon, the 11th inst., a series of terrible explosions occurred in a factory at Mayaga on the Yodo river, Goro-mura, Minami District, Osaka fu, says the *Kobe Herald*. The factory belongs to Nohara Rinsuke, of Kita-Kiutaro Cho, 1 chome, Osaka, and was established in August this year for the purpose of dealing with discarded military ammunition. It consists of a number of tents, each forty yards by twelve, and some storehouses. Of late, one hundred and twenty labourers from the neighbouring village have been engaged at the factory in emptying cartridges. Two or three days ago they completed emptying a consignment purchased from the Kure Naval Station, but 28,000 cartridges obtained from the Osaka Arsenal were conveyed to the factory on river boats the day before yesterday and were placed in three store-houses, each of which covered an area of nine tatso. Yesterday a quantity of these cartridges was removed to the tents, where one hundred and forty work-people, under the supervision of a dozen men, were employed to break them up and sort out the lead, copper, brass and powder. At half-past two in the afternoon, a further consignment of ammunition was sent to the factory on four fully laden boats. This cargo was being landed when a tremendous report was heard in the direction of the factory, while masses of flames and smoke poured up into the sky. An explosion, it was found, had occurred among the cartridges which were being opened in the tents, and the fire thus caused had exploded the remainder of the 28,000 cartridges in the three store-houses. The scene which ensued was a ghastly one, many of the one hundred and forty work-people, most of whom were women, being blown bodily into the air or hurled against the wooden fence enclosing the compound, while many others were struck by the flying bullets and fragments of cartridges. So tremendous was the explosion that the sound is said to have been heard at a distance of three ri (nearly eight miles). But this was not the worst of the catastrophe, for a spark caught the ammunition which, as previously stated, was being unloaded from boats on the river, and another great explosion ensued. One of the boats was immediately enveloped in flames, but the others fortunately succeeded in weighing anchor and getting out of danger. The labourers engaged in loading the ammunition were panic-stricken and some of them were drowned in trying to effect their escape. At the time the latest report was despatched the factory was still burning and it was impossible to accurately compute the number of persons killed and injured, but up to ten o'clock last night sixty-six dead bodies had been recovered and thirty-three injured persons were under treatment. Most of the injured people are terribly scorched, and the scene at the abandoned Temple, which have been turned into temporary hospitals, is said to be indescribable. On news of the disaster being received, Mr. Ikegami, the head of the Osaka Police Administration, immediately proceeded to the locality, and a large number of doctors and nurses were despatched to the scene. The fire brigades from several villages also hastened to the factory, but they had to work under great difficulties, as ammunition was still exploding and quantities of bullets and fragments of metal were flying about. The fire was consequently still in progress at a late hour last night.

## LOST CHILD.

## FOUND IN QUEEN'S ROAD CENTRAL.

A good number of people, among them a few sympathetic ladies, gathered round a four-year-old European child, who had become separated from its guardian in Queen's Road Central, last Thursday morning, just outside the offices of this Journal. The child was found wandering its way through the congested traffic. Captain Grainger was the first person to notice the child's predicament and he immediately went to the rescue, leading it out of harm's way to the sidewalk, outside the Consaught Hotel. Police Sergeant Sim of Sam-shui-po Police Station, who was on his way to the Registrar-General's office, was called, and notwithstanding the brief investigation made the child's guardian could not be located. No further information could be gleaned from the child, than "Mamma" pointing eastwards, indicating that its mother had disappeared in that direction. The child was ultimately returned to the Central Police Station to allow further inquiries to be made.

## PEKING TELEGRAMS.

The following telegrams have been received from Peking to-day:—

His Excellency Yuan Shih-kai has memorialized the Throne recommending that Prince Shun (溥儀) should be sent to Europe for his studies. The Prince has expressed his willingness to go.

Vice-president Yang Shi-kai has ordered the two princes, Kai Yang and Kai Hsi, of the Chinese East, to proceed with him to the Southern Manchuria Railway.

The vacancy for the governorship of Kiangsu is still not filled. The Peking Government cannot decide who will be recommended since Prince Ching, Yuan Shih-kai, and Chang Ching have each a separate recommendation.

## NATIVE AFFAIRS.

## CANTON-HANKOW RAILWAY.

## [Translated for the "Hongkong Telegraph"]

Canton, 11th October.

The following circular from the Directors, Li Kai Hi and So Tieh Hing, to all the officers of the Company, has been issued:—

"An extraordinary general meeting is being called by the Directors Li Kai Hi and So Tieh Hing, to take place on the 11th inst. at 10 o'clock, to discuss the problems of finance, engineering and building, purchasing of land and results of trials, etc., and to fix the dates for ordinary meetings.

Their letter to the other officers is to the following effect:—

"Since the President and Vice-President have been elected by the shareholders, the most important item for the work of the company is the building of the main line. Therefore, its finance, engineering and surveying, purchasing of more land, running of trains together with all the various accounts should be considered with the minutest thoroughness. The clause of the Commercial Ordinance sanctioned by Imperial decree states that the board of directors is the principal ministry of a company; directors need not necessarily attend all the meetings of a company but, at least, once in a month. The President or General Manager should apply to the committee for decision when anything requires to be done. The shareholders have the right to elect a meeting of the committee but an extraordinary meeting of anything serious occurs any two members of the committee can fix a date for an extraordinary general meeting. The 120th clause states that any of the directors infringing the rules and regulations of a company shall be fined from \$5 to \$50, according to the nature of the offence. It shows that the responsibility of a committee is considerable and should not be disregarded. Now, we propose to make by-laws and regulations for the management of the work, finance, purchase of land, and the running of trains, (intended for the information of the shareholders through the medium of the president or vice-president) every month to prove our sincerity and relieve the general suspicion of the public. An extraordinary general meeting is hereby called to take place at 2 p.m. of the 12th inst. for the above-mentioned purposes. Please attend early. Take the compliments from Li Kai Hi and So Tieh Hing, etc.

## EX-VICEROY SHUM.

The Government of Peking wired to ex-Viceroy Shum Chun Huen on the 8th inst. asking him to attend at the Capital for the purpose of discussing the formation of a new Cabinet.

## ANTI-OPIUM PROPAGANDA.

Ever since the Imperial Edict for the suppression of opium was issued, viceroyes were ordered by the former Viceroy to various districts in the interior to investigate the growth of opium. Now the viceroy Yan Yik Heng (任玉衡) sent a report from the Kwong Ling district stating that poppy has never been grown in any part of that district, and requested to be relieved of his duty. The Local Government has approved of his report stating that, although poppy has never been grown in the district of Kwong Ling, proclamations should be posted prohibiting the growth for ever in future and the Bureau of Agriculture, Industry and Commerce is hereby notified to that effect.

## A REMODELED MAGISTRATE.

It was reported some time ago that the Portuguese Authorities in Macao seized a boat for smuggling fire-arms together with a number of bad characters, amongst whom was a notorious burglar named Lam Kwong. The case was reported by the deputy Lieutenant-General Ma of the Heungshan district to the former Acting Viceroy who, having notified the former Acting Judicial Commissioner Keng, had communicated with the Portuguese Consul with a view to the rendition of the said burglar and Captain Li In-shan was dispatched to Macao for that purpose. Day before yesterday, the Magistrate of Heungshan, Mr. Chin Po-shu, came to Canton and Taitai Kung questioned him about the matter. His answers were all bamboozling, trying to beguile the former Judicial Commissioner who gave him a strong reprimand and reported the case immediately to the Viceroy requesting that a strong mark of aggression should be noted against his name.

H.E. Viceroy Chang's verdict on this report states that it has been decreed that prisoners delivered from Macao should undergo a trial according to law. Now the date for the rendition of the prisoners Lam Kwong and others has not been reported by Captain Li, nor has the Portuguese Consul replied to his (Viceroy's) previous communication. How can the statement made by magistrate Chin that the prisoners have been delivered and they are present being immediately decided in the barracks be believed? The Magistrate Chin is entirely careless concerning a matter of such great importance. His character is truly astounding in the highest degree and a strong mark of transgression is hereby ordered to be inserted against his name to show that he



## ANTI-CHRISTIAN DISTURBANCE.

REPRESENTATIONS BY H.B.M. CONSUL-GENERAL AT CANTON.

[From a Correspondent.]

Canton, 16th October, 1907.—The Protestant converts of the London Missionary Society, at a place called Lo Ah Shan (Cross Hill), in Chang Shing district, were alleged to have been disturbed and robbed by the villagers of Shih Hei (Shih Hei) village. The missionary, Mr. H.B.M. Consul-General, who communicated with H.E. Viceroy Chang, asking for an investigation of the case which was granted.

Mr. Chang has since again petitioned to the Consul-General stating that on the 26th day of the 8th moon (17th October) a military officer brought with him about 50 soldiers and went round the place where the villagers were seen to disperse. The officer then inspected the village, examined those converts who were wounded asking a few questions, but did not arrest any of the miscreants nor did he seize any of their property. He went away the next morning. After this, the villagers again blackballed the Christians threatening that if money was not paid to them, they would set fire to the Christian dwellings.

H.B.M. Consul-General has, accordingly, communicated with the Viceroy who has instructed the Provincial Judge to send an order to the Magistrate that the case should be thoroughly investigated in order to find out whether blackballing has ever been practised by the natives. The Magistrate is to make a speedy report and in the meantime soldiers have been sent for the protection of the Christians.

## S.S. "SAINAM" ASHORE.

RE-FLOATED AND DOCKED FOR REPAIRS.

Wuchow, 14th October, 1907.—Telegraphic news was received here yesterday morning from Yuet Sing to the effect that the S.S. Sainam, a large steamer, had been aground on a sand bar, 10 miles below Yuet Sing, in a dense fog. On receipt of the news, H.M.S. Robin immediately proceeded down river to render assistance. Mr. H. Clive, Harbour Master, at Wuchow, and Capt. A. W. Dixon, agent for the West River S.S. Company, also went down in the Robin to the Sainam. No further particulars are to hand, but it is understood locally that the vessel has sustained no serious damage. It is very unfortunate that the Sainam should have run aground at this time of the year, owing to the river falling rapidly. Since the Sainam got ashore the water has fallen nearly 4 feet.

It is hoped that the British gunboat Robin and Sandpiper will succeed in towing the Sainam off in the course of a day or two.

[The Sainam has since been re-floated and docked at Kowloon for repairs.—Ed., H.K.T.]

## CORINTHIAN YACHT CLUB.

A PROFITABLE YEAR.

The annual meeting of the Hongkong Corinthian Yacht Club was held last evening at the Club house, Wanchai. There was a large attendance, over which Dr. Francis Clark (the Commodore) presided.

The Chairman said that when they met twelve months ago the committee laid before members a statement to the effect that the assets amounted to \$56,775, and the liabilities incurred principally in connection with the terrible typhoon of September 18th, amounted to at least \$5000. That was to say that damage to that extent was done to the Club's property in the typhoon. As a result of that condition, of affairs he advised that the subscription should be increased from \$5 to \$10 a year, and to the best of his recollection members were unanimous in agreeing that recommendation. There was some feeling at the time that possibly a few members might leave in consequence of the increased subscription, but it was obvious they had to make some effort to meet the liabilities. The result of that action was that twelve months ago they had 125 members, and at present they had 210. (Applause.) That was to say that the increase of 85 members, or in other words that the membership had almost doubled itself. From the balance sheet members would see that whereas they were in debt last year, this year they had a balance of \$483,27. They had then a balance in hand, but they had spent the comparatively large sum of \$1,467,43 on the building and landing. They had left a retaining wall at considerable expense which would stand any ordinary blow, although it might be a little damaged by heavy typhoon. The Club had been able to give \$424 in prizes during the year, and that was entirely apart from the considerable number of prizes given by members and friends. They had paid, as they were bound to do, interest on debentures, and had redeemed three debentures belonging to former members who had left the Colony for good. As the Secretary had given a very complete account of the year's work, he did not think it necessary to give an account of the prize-winners, and concluded by moving the adoption of the balance sheet, remarking that he would be pleased to answer a few questions members might wish to ask.

Mr. D. Tompkins seconded the motion. In doing so he suggested that in the next balance sheet the treasurer should show the debenture account.

The Commodore thought all members knew that the debentures stood at \$1,500, and as they had repaid \$75 their liability was still \$1,425. He quite agreed that the debenture account should be shown in the annual statement, and next year they should show the Club's assets.

Mr. Thompson—Has any allowance been made for outstanding vouchers and coupons? Mr. McKirdy stated that the production before members was not intended as a balance sheet; it was headed working account. In reply to a former speaker he suggested that the books be arranged so that the liabilities and the assets be shown. He had carried on the books in the way of a former man, started them, and the production was then proceeded with, and resulted as follows:—Commodore, Dr. Francis Clark; Vice-Commodore, Mr. E. M. Hazeldine; Secretary, Mr. Lewis Guy; Treasurer, Mr. A. McKirdy; Official Messengers, Mr. W. A. Crane; Deputy Messengers, Messrs. E. F. Gibson and C. Cooke; Committee, Messrs. H. H. M. McElroy, J. McQuarrie and D. Tompkins.

The suggestion that a special club book should be kept at the Club house is to be considered, while the appointment of a sub-committee to supervise motor boats was left in the hands of the general committee.

That ended the meeting.

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## SCHEDULE OF DEPARTURES DURING CHINESE PROCESSION AT MACAO.

## SATURDAY, 19th October.

FROM HONGKONG.	FROM MACAO.
S.S. SUI-AN at 8—A.M.	S.S. SUI TAI at 7:30 A.M.
" SUI-TAI " 1—P.M.	" SUI-AN " 2—P.M.
" HEUNGSHAN " 5:30 P.M.	" HEUNGSHAN " 9—P.M.

## SUNDAY, 20th October.

S.S. SUI-AN at 7:30 A.M.	S.S. SUI TAI at 7:30 A.M.
" HEUNGSHAN " 9—A.M.	" SUI-AN " 2—P.M.
" SUI TAI " 1—P.M.	" HEUNGSHAN " 8—P.M.

## MONDAY, 21st October.

S.S. SUI-AN at 7:30 A.M.	S.S. SUI TAI at 7:30 A.M.
" KINSHAN " 9—A.M.	" SUI-AN " 2—P.M.
" SUI TAI " 1—P.M.	" KINSHAN " 7—P.M.

## TUESDAY, 22nd October.

S.S. SUI-AN at 7:30 A.M.	S.S. SUI TAI at 7:30 A.M.
" KINSHAN " 9—A.M.	" SUI-AN " 2—P.M.
" SUI TAI " 1—P.M.	" KINSHAN " 7—P.M.

## WEDNESDAY, 23rd October.

S.S. SUI-AN at 8—A.M.	S.S. SUI TAI at 7:30 A.M.
" SUI TAI " 2—P.M.	" SUI-AN " 2—P.M.

The Steamship "HONG" will leave Canton for Macao on Saturday, 19th October, at 5 P.M. Returning to Canton on Sunday, 20th instant, at 10 P.M.  
The Steamship "SUI-AN" will leave from DOUGLAS WHARF.  
The Steamships "SUI-TAI," "HEUNGSHAN" and "KINSHAN" will leave from the COMPANY'S WHARF.  
Excursion rates per "HEUNGSHAN" and "SUI-AN" on Sunday only.  
Other days usual rates.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain W. Reynell.  
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAN".....588 tons.....Captain J. Wilcox (at Dock).  
"NANNING".....559....." Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 16th October, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.  
For further information apply to—  
BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.  
Hongkong, 9th August, 1907.

## EXCURSIONS TO MACAO.

THE fast and splendid steamers of The Compagnie Francaise des Indes et de l'Extreme Orient will make the following Excursion Trips to and from Macao, viz.:

## SATURDAY, 19th October, 1907.

LEAVE HONGKONG.	LEAVE MACAO.
-----------------	--------------

"CHARLES HARDOUIN"..... 3 P.M.

## SUNDAY, 20th October, 1907.

"CHARLES HARDOUIN"..... 8 A.M.	10 A.M.
"PAUL BEAU"..... 8 A.M.	8:30 P.M.

## MONDAY, 21st October, 1907.

"PAUL BEAU"..... 8 A.M.	2 P.M.
-------------------------	--------

## TUESDAY, 22nd October, 1907.

"CHARLES HARDOUIN"..... 8 A.M.	2 P.M.
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Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board.  
The steamers will be berthed at the Company's Wharves both here and at Macao.  
Passages can be booked at the Office of the Undersigned or on board.  
For further particulars, please apply to

BARRETTO & CO.,  
Agents.

Hongkong, 17th October, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 9:30 P.M. (Saturdays excepted).  
Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

KOWLOON HOTEL,  
HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the Colony.  
Electric Light, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Telephone Address:  
"CHEF" HONGKONG,  
Telephone No. K4.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern Luxury.  
Billiards and Bowling Alleys.  
Moderate Terms and No Extras.  
Modern Management.

O. E. OWEN,  
Proprietor.  
(708)

## Intimation.

THE YOKOHAMA DOCK CO., L<sup>d</sup>.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD,

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

## FOR STREAMERS TO SAIL

YOKOHAMA and KOBE.....	"PRINZ WALDEMAR".....	SATURDAY,
	Capt. W. von Senden.....	6 A.M., 19th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"KLEIS".....	WEDNESDAY,
	Capt. Rud. Meyer.....	1907, 13rd Oct., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"PRINZ LUDWIG".....	About TUESDAY,
	Capt. v. Blinzer.....	the 29th Oct., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"PRINZ WALDEMAR".....	THURSDAY,
	Capt. W. v. Senden.....	Noon, 7th Nov., 1907.
KUDAT and SANDAKAN.....	"BORNEO".....	Beginning of Nov., 1907.
	Capt. F. Sembill.....	

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 18th October, 1907.

## JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE

## BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS.....	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH.....	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI.....	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS.....	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG.....	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP.....	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDING, 1st floor,  
Hongkong, 2nd October, 1907.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEES.

Consults free.  
Hongkong, 20th June, 1905.

## Dr. M. H. CHAUN,

## THE LATEST METHOD

of the

## AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.  
(60, Hongkong, 16th April, 1907)

## THE DEVIL'S BARGAS

He is just a poor coolie sitting on the edge of the canal up by the coal wharves at Port Said. Just opposite him in the canal a passenger boat is making ready to start, and with many a clank of the wheezing little donkey engine in the bows, the anchor is being pulled up. Plip, plop, the big bits of brown mud fall away from the flukes of the rusty anchor, as it is dragged into position, and, with a final tont on the whistle, the boat is off on its long journey to sunny lands. A little group of people has gathered in the bows, and a man takes off his big sun hat and waves at someone on shore.

The coolie sits staring out at the salt lake that glazes with a fierce white light in the distance, wiping away the coal dust from his face with the ragged end of his dirty turban. That boat that just started has been the means of his earning a few pence to buy rice for the evening meal. For an hour or more he has been standing knee-deep in coal dust with a shovel raking up the coal in big shovelfuls and dumping it down into the wicker baskets to be carried to the sides of the ship and poured into the bunkers that gape for food.

This life in the barges is what he has always been accustomed to, and what he does now he will do for many a year if his health will stand the heat and dust that finds its way to every crevice of his poor weak lungs. To-night he has been told to come down early to the wharves, for a big liner is on its way to India, and she will need a good feed after her long tramp across the blue waters of the Mediterranean. This will be a big job—not like coaling the little passenger boat that already is a speck in the distance down the slate-coloured waters of the canal. To-night there will be real hard work to be done with the chance of getting a few extra coppers that some interested passenger may throw down into the barge when it is emptied of coal.

The flies buzz round, and with a muttered oath the man stands up and stretches his long, thin arms above his head. Behind him, the one long street of Port Said reaches away into the heat and dust of the town. Donkeys, driven by brown-skinned donkey-boys, clatter over the cobbles, and the old tram clanks backwards down the street. Outside the shops stand the proprietors, shouting the excellence of their wares, and a band of young men pass down a side alley, accompanied by a guide, with his red fez and white clothes. From a hotel further down the road comes the sound of a small band, playing a once popular tune at the "Halls"; and, from the windows of a gambling hell, the croupier's cry of "Rien ne va plus" sounds from time to time. Port Said is for ever awake. Port Said cannot sleep—its people will not allow it. The very houses stare out into the sunlight with sleepless eyes, and days of vice and sin follow hard on one another's heels. Outside the harbour beyond the entrance to the canal the sea rolls in calmly, as if to cleanse the dirty beach, but its blue waters are tinged with scum and filth as they draw back. The tide neither advances nor recedes, and thus a rim of silt for ever encircles this ulcer of the East.

The coolie stands for a few moments in the full glare of the midday sun. There is nothing for him to do now, so, squatting down on his haunches, he pulls his little tin box from the folds of his turban and proceeds to smear a green leaf with the red betel nut. As he eats, the blood-like juice runs from the corner of his mouth and his teeth. Wiping his mouth with a snap and settles down to sleep against a heap of coal. The band at the café up the street is playing a new tune now, the croupier drones we rely on "Faites vos jeux, messieurs—faites vos jeux," and a fly settles on the sweating face of the coolie as he sleeps.

Out in the Mediterranean a liner thumps its way through the blue waters. The very beat of the engines seems hurried. They want food. The coolie turns on his side and brushes away the fly. A piece of coal falls with a little click into the empty lighter, bumping and scraping against the side of the wharf.

Dust everywhere. Dust and noise. The devils are at work in the barges.

In an endless stream the men pour up the sloping planks glistening like diamonds in the light of the electric lamps hung from the sides of the liner. Men, women, and children hurry with the wicker baskets on their heads to and fro, and, tilting the contents into the coal shoals, jump down into the rapidly-emptying barge in a cloud of coal dust. The men at the bottom of the barges, their stark naked bodies shining with sweat, shovel the coal in feverish haste, whooping and shouting to one another. In the bows and stern of the boat two braziers of coal are burning. The smoke from them curls about and for a moment a tired coolie stands in the red glare from the burning coal, and the next moment he is running up the plank with a new basket on his head. Three hours of sweat, three hours of dust, little by little the faces of the men die down. One by one the shovels are thrown into the barge, be water all round has the look of the still earth—so covered is it with the dust that still falls from the open coal bunkers.

As the first barge floats away from its moor, in a bestial, pressed youth puts his head through the canvas awning on deck and gazes for a moment on the scene.

"Here catch this, you filthy brutes," he draws to a little group of men gathered together in the stern of the barge, as he throws a piece of silver out into the night.

The coal-brakers, like red eyes, wink and finally close altogether, as a train in the canal hides them from view.  
In the smoking-room of the comfortable liner the beautiful youth sits smoking a cigarette—a whisky and soda by his side. What of the coolie? Oh, he is dead drunk by now, asleep on the wharf with some of his comrades. A broken, brandy bottle lies by his side.—*Full Mail Gazette.*

## Public Companies.

## HONGKONG JOCKEY CLUB

THE ORDINARY HALF-YEARLY MEETING will be held at the Jockey Club Offices (Hongkong Club Annex), TOMORROW, 19th October, at 12:30 P.M.  
Hongkong, 18th October, 1907. (693)

## CANTON INSURANCE OFFICE, LIMITED

## NOTICE TO SHAREHOLDERS

THE TWENTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 12:30 P.M. on FRIDAY, 19th October, 1907.  
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Agents,  
Canton Insurance Office, Limited,  
Hongkong, 4th October, 1907. (697)

## To Let.

## TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.  
Apply to—  
JARDINE, MATHESON & CO., LTD.  
Hongkong, 22nd June, 1907. (67)

## TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. (66)

## TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. (439)

## TO LET.

OFFICE, Large Front Room on First Floor, No. 19, Queen's Road Central.  
Apply to—  
KELLY & WALSH, LD.  
Hongkong, 12th October, 1907. (917)

## TO LET.

HOUSE, No. 5, ROSE TERRACE, Kowloon.  
Apply to—  
COMPRADORE, Barretto & Co.  
Hongkong, 14th October 1907. (665)

## TO RE-LET.

A/S from the 1st August next, No. 5 MOUNT RISON HILL.  
Apply to—  
Messrs. JARDINE, MATHESON & CO., LTD.  
Hongkong, 29th June, 1907. (652)

## TO LET.

NO. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, ZETLAND STREET.  
NO. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 16th October, 1907. (612)

## TO LET.

HATHERLEIGH, Conduit Road.  
OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 15th October, 1907. (659)

## For Sale.

## THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.  
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

## PRICE VERY MODERATE

Hongkong, 12th September, 1907. (55)

## PATHE FRERES, PARIS.

## CINEMATOGRAPHS

## AND

## FILMS.

NEW FILMS ARRIVE WEEKLY.  
Price 45 cents (Straits Currency) per metre.

SOLE AGENT FOR  
The Straits, Borneo, Java, Sumatra, Siam,  
Hongkong, The Philippines, &c.

F. DREYFUS,  
19, Stamford Road,  
Singapore.



## Intimations.

# Powell's

## ALEXANDRA BUILDINGS.

### Bargains.

The end of the Summer Season being at hand, we are now clearing the remainder of our Stock of

## LADIES' MUSLIN BLOUSES.

## SUNSHADES and WASHING SKIRTS

at Very Low Prices.

## NEW STOCK of GOLF JERSEYS, MILLINERY, &c., &c., &c., Just arrived.

## W.M. POWELL, LTD., ALEXANDRA BUILDINGS, Hongkong.

Hongkong, 9th October, 1907.

## Intimations.

### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,000,000)

Underwritten and Executed by THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c., SHEWAN, TOMES & CO., General Managers, Hongkong, 22nd May, 1907.

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 15 minutes.  
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

##### SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.00 a.m. to 12.00 noon ...Every 15 minutes.  
12.00 noon to 1.00 p.m. ...Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS as on Week Days.

##### SATURDAYS.

Extra cars at 3.15 p.m., 11.20 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907.

### LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

13, D'ARQUILL STREET, HONGKONG.

Hongkong, 3rd September, 1907.

## HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

ROYAL WARRANTS TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News.—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT, AGENTS, 11, D'ARQUILL STREET and KOWLOON, HONGKONG, 10th July, 1907.

F. BLACKHEAD & CO., SHIPOHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1907.

## EARTHQUAKES.

### INTERNATIONAL CONFERENCE.

There are few more remarkable developments of modern science than those which are due to the progress of seismology—the science of earthquakes—thanks to which it is now possible at any point on the earth's surface, with suitable instruments, not only to ascertain that an earthquake has taken place elsewhere, but to measure its intensity and calculate the time of its occurrence. This country has particular reason to follow with pride and interest the advance of knowledge along these lines, as England can claim to have produced perhaps the greatest living authority on all matters pertaining to earthquake activity. In scientific circles, Prof. Milne's name is synonymous with earthquakes. What is not, perhaps, so generally recognised is that Prof. Milne's observatory at Shide, in the Isle of Wight, is the centre of what is in effect an international organisation for the comparative study of earthquake records.

It is only in quite recent years that such an organisation has become possible. Long ago, after the great Lisbon earthquake in 1755, observers noted that open expanses of water in widely-separated countries had been agitated at about the time of the disaster, and they were quick to attribute the motion to pulsations in the soil which had radiated from the coast of Portugal. More than a century passed, and various European astronomers, notably M. Nyeu, of the Russian Observatory at Tulkovs, in 1877 began to connect disturbances in the delicate adjustment of their levels with earthquakes in distant parts of the world. In 1883 Prof. Milne, who then occupied the Chair of Mining and Geology in the Imperial College of Engineering at Tokio, anticipated the results of future investigations by declaring it to be "not unlikely that every large earthquake might with proper instrumental appliances be recorded at any point on the land surfaces of the globe."

### JAPAN LEADS THE WAY.

Japan was at the time no; only aspiring to a place among the Great Powers, but showing herself well prepared to learn the lessons of modern progress. Her island empire is remarkably subject to seismic disturbances, and the Yokohama earthquake of February, 1880, led to the formation of a Japanese Seismological Society. The Japanese Government lent its support to the movement, and in brief it may be said that in no country in the world has anything like so much been done as in Japan to advance the science of earthquakes and to study ways and means of mitigating their effects.

For many years Prof. Milne took a leading part in placing the investigation of earthquakes activity in Japan on a sound basis. In Europe and America other investigators were devoting a good deal of attention to the same subject, the work of Dr. E. von Rebeur Pischwitz being deserving of special mention. Looking back, one cannot say that here or there seismology had its birth like Topsy, it has "just grown." The study of comparative records is, however, essential to the continued advance of the science, and it is for this purpose that Prof. Milne has devoted himself since his return to this country to building up an international organisation which now embraces about 30 stations in different parts of the Empire and in foreign countries. In securing the co-operation of these stations in the first instance Prof. Milne enjoyed the support both of the Foreign Office and of the Colonial Office, but in the way of subsidy the organisation has not cost the nation a penny piece. Some of the foreign countries and self-governing colonies which furnish and receive earthquake records have established seismological stations of their own; but a number of stations have been supplied with instruments, in a few instances out of Prof. Milne's own pocket and in other cases out of grants which he has received from the Royal Society and from the British Association.

To-morrow there is to commence at The Hague a conference of the International Association of Seismology, writes S. C. Gilmour, F.R.G.S., in the Morning Leader of 20th ult. This will be the third international congress on the subject of earthquake study. The first two were both held at Strasbourg, one in April, 1901, and the other in July, 1903. The International Association of Seismology was established at these congresses, provision being made in the statutes for the creation of a Central Bureau. This bureau has actually been at work for some time past at Strasbourg, under the directorship of Prof. Gerland.

It was also provided that the contributing Governments—the association is one of States, not of individuals—should guarantee for the working of the bureau £1,000 a year for twelve years, payment being proportional to population. Great Britain was represented at the last congress, but has hitherto held aloof from the scheme, which virtually duplicates in an official form the organisation established by Prof. Milne. France has also held aloof, partly perhaps on account of the memories attaching to Strasbourg. The movement thus lacked the support of the two Powers whose co-operation was especially desired on account of the extent of their colonial possessions. Now, however, it is understood that both France and Great Britain have given their adhesion to the scheme.

Whether in these circumstances the organisation that now centres at Shide can be maintained unimpaired must be open to grave doubt. The question is not merely of academic interest. Over and above humanitarian considerations, British capital to an enormous value is interested, both directly and through insurance companies, in the erection in earthquake areas of buildings that will bear resist earthquake shocks.

### A BUSINESS QUESTION.

In the laying of cables it is of the utmost importance to know what are the submarine areas most subject to seismic disturbance, and after a cable has been laid it is no less important to be able to say whether a breakage is or is not due to earthquake activity. Before now

the breaking of cables has erroneously been supposed to be due to the outbreak of war, and had led to unnecessary expenditure in the replacement of cables and the consequent loss of business through the interruption of military and naval messages.

The prospect of the displacement of this country by Germany, as the centre of international co-operation must naturally be viewed with some concern. No doubt at Strasbourg, as at Shide, the work will be pursued in a spirit of absolute scientific impartiality, and the results obtained will be published for the benefit of all. None the less, the country which shall make itself the centre of light and leading in matters relating to earthquake activity and the minimising of its consequences will necessarily confer a great advantage on its business men.

### Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906.

### Intimations.

## A. CHAZALON & CO.,

6, Queen's Road Central.

WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT

in pints and half bottles.

FRENCH SYRUPS

GRENADINE, G. O'BILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND OTHER FRENCH MINERAL WATERS

ALSO

Large Assortment of CANNED GOODS suitable for Picnic.

Hongkong, 15th May, 1907.

PAIST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

### Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Dordogne, from Havre ex s.s. Dorcas, and from Bordeaux ex s.s. Villa de Rochefort and Leroy Lallier, in connection with above steamer, are hereby informed that their Goods, with the exception of Oils, Tins, and Valuable articles, are to be landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st October, at 3 P.M., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st October, or they will not be recognised.

ALL damaged packages will be examined on MONDAY, the 21st October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th October, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENBURY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godown, where they will be examined on the 2nd inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 16th October, 1907.

## Intimations.

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE**

Very Palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES ASSURANTES  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT Tonic which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

**GALEBON MACGREGOR & Co., Hongkong.**

**EYES RIGHT!**

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI.  
11, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.  
Hongkong, 27th November, 1906.

## Auctions. PUBLIC AUCTION. FROM THE INTERIOR OF CHINA.

A RARE AND VALUABLE COLLECTION OF GENUINE, OLD CHINESE PORCELAIN, IN ALL COLOURS AND SHAPES, Comprising Specimens from the TA MING, KANG HI, YUNG CHING, KIEN LOONG and Other Periods.

RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES, EMBROIDERIES, &c.

Will be offered by the Undersigned at PUBLIC AUCTION, ON

Thursday and Friday, the 24th and 25th October, 1907, commencing each day at 11 A.M., at "THE CITY HALL." At the same time A UNIQUE SELECTION OF FINELY CARVED IVORIES by well known Artists will also be offered For Sale.

On View from Monday, the 21st October, 1907.

TERMS:—As usual.

Catalogues will be issued.

Hongkong, 17th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 19th October, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD DINING TABLE and CHAIRS, SIDEBORDS, DINNER WAGGON, a quantity of CANTON CARVED BLACKWOOD WARE, PICTURES, CROCKERY and GLASS WARE, &c., &c.

Also

One PIANO UPRIGHT GRAND, IRON FRAME and built for the climate by Robinson Co., One APOLLO PIANO PLAYER with 800 and 12 Records, One COTTAGE PIANO by Joseph Mollis & Son, Ltd., London;

AND

One GRAMOPHONE and RECORDS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th October, 1907.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

10 Casks of 375 lbs. net 88.00 per Cask ex Factory.

In Bags of 50 lbs. net 88.00 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd October, 1907.

NOTICE.

THE Public are hereby informed that change has been made in the Editor of the Hongkong Telegraph and they are warned against paying more than Ten CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 16th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY, the 22nd October, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

100 DOZENS SLAZINGER 1907 CHAMPIONSHIP TENNIS BALLS, 44 DOHERTY AND

15 RAMSAY RACQUETS.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th October, 1907.



where she is due to arrive at 9 a.m., on 20th (a



## Telegrams.

[Reuter's.]

## Explosion of Powder Works.

London, 16th October.  
By an explosion at a powder mill at Fontenay, in Indiana, 25 persons have been killed, 600 injured and 1,200 rendered homeless. Every building within a radius of half-a-mile was wrecked.

## Japanese in San Francisco.

Ten Japanese have been injured in an attack by drunken whites on a laundry in San Francisco.  
The police dispersed the rioters.

Later.

## Result of the Cesarewath.

1.—Demure.  
2.—White Knight.  
3.—Wuffy.  
Betting at the start—4 to 1, 100 to 8, 10 to 1 against, respectively.  
Thirteen started.  
The race was won by three-quarters of a length, with three lengths between 2nd and 3rd.

## Torrential Rains in Scotland.

Torrential rains have occurred in the South of Scotland causing much destruction to the grain crops and sheep.  
The railways are interrupted and some of the Glasgow suburban lines are flooded with seventeen feet of water.  
Some washouts have also occurred in the suburbs of Glasgow.

## The Emperor Francis Joseph.

The health of the Emperor Francis Joseph shows a distinct improvement.

## Obituary.

The death of Cardinal Steinhuber is announced.

## LIKIN AT SHANGHAI.

The Peking correspondent of the N. C. D. News writes on 7th inst.:—Viceroy Tsan Fang has telegraphed to the Vauwpu concerning the levying of likin taxes upon foreign rice and other goods at Pootung. He states that at the instance of Messrs. H. B. & Co., H. B. & Co. General at Shanghai has officially written to him about the collection of likin taxes upon a certain quantity of foreign rice imported by the said British firm. According to the report of the Customs, Taotai of Shanghai, all foreign goods are to be considered as exported from one port to another as soon as they leave the limit of the foreign concessions, and inasmuch as the rice in question was discharged at Pootung directly from steamers for transporting to the foreign settlement, the owners should pay the usual likin tax in accordance with existing regulations. But the British representative is of opinion that such tax was levied by the Chinese authorities before upon foreign goods discharged at the various godowns at Pootung for transporting to the foreign settlements, and that as the foreign firms had paid duties for them at the Customs House, it would be quite absurd to prohibit them from transferring the same to the foreign concessions without paying likin taxes. He urges that no precedent exists for such a course which is entirely contrary to the spirit of the treaties and requests H.E. Tsan to instruct the likin office at Shanghai to return the money collected on the rice and to release the rice boats from their custody. Moreover, as the rice has been damaged on account of its long detention at Pootung, the Chinese officials are asked to pay compensation to the British consignees.

Taotai Jui Chong reports that in a recent conversation with the Acting German Consul-General at Shanghai, it was mutually agreed (?) that the action of the Chinese-Likin Office did not constitute a violation of Treaty obligations if the place (Pootung) and the existing regulations were taken into consideration.  
His Honour has been instructed to settle the dispute with the British authorities in an amicable manner and to notify the Acting German Consul-General for the information of German merchants, so as to prevent trouble on both sides when similar cases arise. Viceroy Tsan adds that as the rice boats belonging to Messrs. H. B. & Co. were caught by the revenue boat of the Chinese-Likin Office opposite to the French Concession on their way to the International Settlement, North of Yangkiangpang, the Chinese authorities have every right by existing Treaties to levy likin in the same way as they would on Chinese goods.

## JAPANESE FINANCE.

## THE GOVERNMENT'S DILEMMA.

Of the Bonds to be issued by the Japanese Government for last year, ¥79,000,000 still remain unissued. We are informed that, of this amount, the Loans for ¥16,000,000 required for the extension of the Imperial Iron Foundry and the telephone service must be issued before the end of this month for the purpose of settling the accounts. But the present financial condition being considered unfavourable for the issue, the Bonds will be entirely taken up by the Deposit Bureau in the Finance Department. The balance of ¥63,000,000 belongs to the reserve of the special emergency fund, and the bulk of this sum is appropriated for the restoration of the Army and Navy to their former state of efficiency. What is to be done with this issue is not yet decided by the Government, but it is expected to be carried forward to next year.—Japan Chronicle.

## CANTON DAY BY DAY.

## TOUR OF INSPECTION DEFERRED.

[From Our Own Correspondent.]

Canton, 17th October.  
H.E. the Viceroy, on assuming charge of office here, was desirous of making a tour of inspection to the different prefectures of the province, but up to the present he has been unable to do so, owing to a bad foot, so that this proposed tour of inspection will not be undertaken for some time to come. H.E. is now undergoing medical treatment and is progressing favourably.

## LAWLESSNESS IN YUMCHOW.

It is reported that, on the 28th day of the 8th moon, the bandits in the prefecture of Yumchow attacked a college in the vicinity of the market town of Na Ling and, on the following evening, the house of a gentleman surnamed Li, who was the director of this college, was attacked and burnt down by them. The insurgents have also murdered a man in the same market-place.

## A DEGRADED OFFICIAL.

Taotai Wong Wo, the former taotai of the circuit of the prefectures of Yumchow and Linchow, who was dismissed from office for neglect of duty in not taking the necessary steps to suppress the recent riots there, has, in addition to his dismissal, been ordered to be escorted to Canton to be tried before the authorities for his neglect. H.E. Viceroy Chang has sent a waiyuan to Yumchow to escort this degraded official to Canton.

## SILK INDUSTRY.

The Canton authorities have deputed Taotai Ma Yum-tong to the province of Chekiang to study and investigate the system of the sericulture industry in that province, with a view to introducing the system to the Southern port, as the methods employed in silk-worm rearing now adopted in Canton and the district is not up-to-date and is unsuitable.

## MATERIAL FOR CEMENT.

In a certain part of Whampoa, the sand found in some of the places has been discovered to be suitable for the manufacture of cement. The director of the Government Canton Cement Factory in Honan, yesterday, in company with a cement manufacture expert, proceeded to Whampoa to make an examination of the material found.

## A THEATRE DRAWL.

On the 15th instant, when a theatrical performance was going on in a theatre in the market town of Kuei Lee, in the district of Hamhoi, a disturbance arose between some of the spectators, with the result that one man was killed and another wounded by shots fired from revolvers. A famous actor, named Siu Lai-seung, narrowly escaped being injured, as he received a shot which passed through his clothing.

## PRISONER EXECUTED.

Yesterday, a robber, named Kodg Kai, who was extradited to Canton from Hongkong a short time ago, was taken out of the Namhoi Gaoi to the Execution Grounds, where he was beheaded. This man was found guilty on the charge of having committed armed robbery in the province of Kwangtung. The British Consul-General at Canton was requested to be present to witness the prisoner undergo his final punishment.

## AN ENGAGEMENT WITH INSURGENTS.

On the 1st instant, Taotai Kwok Jen-chang, commander of troops in the prefecture of Yumchow, received information that a large number of insurgents were congregated at a place called Kwei Tai. Taotai Kwok attacked them with a strong force of troops. It was raining heavily at the time of the engagement, but, nevertheless, he succeeded in killing a number of the bandits. This victory over the rebels has now been reported to the authorities at Canton by telegraph.

## FORTHCOMING WEDDING.

The aged mother of the present Junior Lieutenant Tatar General of Canton, Li Kwok Chi, arrived here yesterday to attend his son's marriage with the niece of H.E. Yang Shu-hiang, the present Viceroy of the province of Chihli, which has been arranged to take place on the 20th day of the present moon (the 26th instant).

## OFFICIAL TRANSFERS.

The officials, named Chu Chi-ying, Chow Hok-see and Tsai Kwok-ying, of the Canton Police Department, have been transferred to the prefecture of Yumchow to help Taotai Kung Sun Tsan to carry out his reform scheme of the police force of that place, and have left for the South in company with Taotai Kung. Expectant magistrates Yu Yu Kwan, Li Hung-kwan, and Pao Wun Wing have been appointed to succeed the above officials in the Canton Police Department.

It is reported that H.E. the Viceroy contemplates the following changes amongst the local officials. The present Shui Hing Prefect, Lai Ching-king, will be appointed Kwangchow Prefect vice Chan Mong Tsang; Chuk Lun-mong as magistrate of Namhoi vice Magistrate, Cheong Yu Yu Kwan, former Namhoi magistrate, as magistrate of Panyu vice Lau Hing-tong, who will be appointed magistrate of the district of Hengshan vice magistrate Ching. These appointments have not yet been confirmed.

## ANOTHER LITERARY VENTURE.

Another Chinese illustrated paper will make its appearance in Canton in a few days' time, when the city will have in all three illustrated papers. This paper will make its appearance once a week, whilst the other two appear once every ten days.

A COOLIE was found crawling on board the steamer *Kishan* at three o'clock this morning. He was seen by one of the commodore's staff and handed over to a policeman. At the Police Court, this morning, the coolie, who said he was Chan Fuk, was charged with being found on board with felonious intent. He was given fifteen days' hard labour.

## THE HONGKONG RECORD.

## ADVERTISEMENTS, PARTS OF MONDAY.

The October Criminal Sessions were opened and adjourned on Monday by the Supreme Court, the opening of the sessions being held until Monday morning when the trial of *Wong* for the murder of Gertrude *Wong* will open before a special jury.

## WRECK OF A SHIP.

## CREW AT YOKOHAMA.

On the night of August 30th, 1907, the American schooner *Carrie* and *Annie*, a whaling vessel of San Francisco, lately out from port of Honolulu and with but one whale to her credit, was wrecked on the shore of Shanghai Bay in the Sea of Okhotsk, Siberia. She had been withstanding the heavy on-shore gale for some hours when one of her two anchors had its cable part. The ship dragged, and bit by bit she was driven on the sandy shore. In the night the hull was completely broken amidships although the vessel still held together. No hands were lost, and at daylight the captain, two mates and crew of twenty left in safety, and proceeded to Vladivostok overland. Thence they came by the *Zemgumoon* of the Russian Volunteer Fleet, arriving at Tsuruga on October 4th, and proceeded to Yokohama by train. Upon arrival, says the *Japan Advertiser*, they proceeded to the American Consulate-General, being charged no less than sixty sen apiece by the rikishamen for the ride from the station to the Consulate-General by the way, where they were taken under the wing of the U.S. Government. They will be sent home to San Francisco by the first available steamer.

The *Carrie* and *Annie* is said by Captain F. Y. Thomas and First Mate Bertoni to be above high-water mark and a total loss.

## H. M. CONSULATE-GENERAL AT SHANGHAI.

Several changes in the staff of the H. M. Consulate-General are shortly to take place, says the *N. C. D. News*. This week Mr. B. Twyman, H. M. Vice-Consul, leaves for Hoihow, where he has been appointed Acting Consul, and his place will be taken by Mr. F. E. Wilkinson, while Mr. W. P. M. Russell, hitherto in charge of the Land Office, is also to leave this month for another post. The departure of Mr. Twyman deprives the Consulate-General and the community of an able and hard-working official who combined real and administrative talent with a maximum of self-efficiency. His strength of character enabled him as British Assessor to pull through a grave crisis with considerable credit to himself and benefit to the Settlement. But for the congested state of the Consular service, a bigger post might have been expected for Mr. Twyman's first promotion from Shanghai, but in Hoihow he will find a post of growing international importance, while both the island and the mainland offer many attractions as comparatively new ground to the foreigner. He carries with him the best wishes of his colleagues and his other friends for a successful career.

## A CORNER IN PORK.

The fact that no supervision is exercised over the supply of pork sold in the Settlement of Shanghai led to the establishment of extensive pig slaughtering yards a little over two years ago. The new premises were fitted with all necessary details to ensure cleanliness and effective handling on a large scale. All that was wanting to give success to the enterprise was the consent of the Chinese pork butchers to pay the fee charged by the company, for they preferred to send their pigs to the old shambles near the North Honan Road Extension, where on irksome supervision was met and pigs of all conditions were free to pass into the daily pork supply of Shanghai. As the Chinese are almost the sole consumers of fresh pork here, the matter was left to them. Thus the new company closed down after a brief but determined effort to capture the trade. Quite recently other proprietors have taken over the yards and again a crusade was started to secure the profitable business, which would result if, say, fifty cents per head were received for each of about 300 pigs a day which are slaughtered at the old yards. The new yards are situated in Kashing Road and for some distance pigs being taken to the shambles and the yards from the shops would travel along the same road.  
On Saturday last, reports the *N. C. D. News* of 15th inst., as the droves were being taken along some Chinese accompanied by a foreigner headed off the pigs and succeeded in having the animals taken to the private yards.  
It appears that some of the pork butchers believed that the new yards were the property of the Municipal Council, but all were agreed not to pay the dues not to patronize the yards in any circumstances. Consequently no pigs were killed on Saturday and Sunday last, and but little since. Some reasonable Chinese, however, reported the circumstances to the police on the Saturday; two detectives were sent to the Kashing yards and they liberated the pigs forthwith. Since then the old methods of killing have been resumed. The new yards it may be added are in every way suitable for slaughtering and it would be a lasting benefit to the native community if all pigs were inspected, and killed under such cleanly circumstances; but that reformation cannot be obtained by force.  
It is understood that two Chinese will be proceeded against in connection with Saturday's *contempt*.

The South Manchuria Railway has arranged with the Osaka Seiben Kaisha, for the opening next spring of a steamship service between Aikwa and South China.

## Today's Advertisements.

## NOTICE TO CONSIGNEES.

THE P. & S. N. Co.'s Steamer  
"ARCADIA"  
FROM BOMBAY, COLOMBO AND STRAITS.  
Cargo by the above-named steamer will be landed at their risk in the Godowns at Kowloon Wharf and Godown Company, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the cargo is landed.

This steamer brings on cargo—  
From London, &c., *ex S.S. China*.  
From Penang, &c., *ex B.S.N. and B. & P. S. N. Co's Steamers*.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 18th October, 1907.

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "JAPAN."

Captain J. C. Olfert, will be despatched for the above Ports, on SATURDAY, the 26th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 18th October, 1907.

## THE ROYAL HONGKONG GOLF CLUB.

A mixed foursomes competition (medal play) under sealed handicap was held at Happy Valley yesterday afternoon (Thursday, 17th October, 1907) and was won by Mrs. Keswick and Mr. T. S. Forrest who returned a good scratch score of 74. The following cards were also sent in:

Mrs. Vaughan-Lee & Mr. Swan, R.N. 85—9=76  
Mrs. & Mr. W. J. Saunders..... 86—9=77  
Mrs. Moxon & Mr. Grist..... 82—4=78  
Miss Wilkinson & Mr. Wilson, R.N. 88—10=78  
Mrs. D'Esterre & Capt. Beetham..... 91—13=78  
Mr. & Mrs. E. F. Mackay..... 87—8=79  
Mr. Dooger & Mr. Murray..... 92—12=80  
Mr. & Mrs. H. W. Slade..... 94—14=80  
Mrs. Hallifax & Mr. Hutchison..... 86—4=82  
Dr. & Mrs. Baiss..... 94—10=84  
Mr. & Mrs. E. A. Ram..... 98—14=84  
Mrs. Cameron & Mr. Moxon..... 100—14=86  
Dr. & Mrs. Harston..... 101—14=87  
Miss Carr & Hon. Dr. J. M. Atkinson 101—14=87  
Miss Chatham & Mr. T. C. Gray..... 105—12=93

## RUGBY FOOTBALL.

The following will represent the Hongkong Football Club against the Navy to-morrow afternoon, on the Club ground, at 5 p.m. sharp. The Club playing in Club jerseys.

Backs: B. Johnson; three-quarters: A. A. Claxton, F. C. Carroll, J. G. Lecky, W. J. Daniel (capt); halves: L. J. Blackburne and A. S. Kempthorne; forwards: F. C. Hall, R. G. Munro, G. D. McIlraith, E. C. East, F. J. McGregor, C. B. Hayward, M. H. Logan and White, H.K.S.B.R.G.A.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T. .... 2/0 1/16  
Do. demand ..... 2/0 1/16  
Do. months' sight ..... 2/1 1/16  
France—Bank T.T. .... 2/5 3/8  
America—Bank T.T. .... 50  
Germany—Bank T.T. .... 2/10  
India T.T. .... 153 1/2  
Do. demand ..... 154  
Shanghai—Bank T.T. .... 73 1/2  
Singapore T.T. .... 12 1/2 prem.  
Japan—Bank T.T. .... 100 1/2  
Java—Bank T.T. .... 123 1/2

## Buying.

4 months' sight L/C ..... 2/1 1/2  
6 months' sight L/C ..... 2/1 7/16  
30 days' sight San Francisco & New York ..... 5 1/2  
4 months' sight do. .... 5 1/2  
30 days' sight Sydney and Melbourne ..... 2 1/2  
4 months' sight France ..... 2 1/2  
6 months' sight do. .... 2 1/2  
4 months' sight Germany ..... 2 1/2  
Bay Silvers ..... 28 1/16  
Bank of England rate ..... 35 1/2  
Bank of France ..... 35 1/2  
Sovereign ..... 9 1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New ..... @ 830  
Old ..... @ 910  
Older ..... @ 1,000  
Per chest  
Patna New ..... @ 907 1/2  
Old ..... @ 880/895  
Benares New ..... @ 870/880  
Old ..... @ 870/880  
Foreign (Paper) ..... @

## Today's Advertisements.

## HONGKONG HOTEL.

## —MENU—

SATURDAY, October 19th, 1907.

## DINNER.

Hors D'Oeuvres.

Sardines on Toast.

Soup.

Mock Turtle.

FISH.

Boiled Fish and Shrimp Sauce.

ENTREES.

Veal Cutlets and Green Peas.

Rolled Shoulder of Mutton and Onion Sauce.

Patties a la Toulouse.

CURRY.

Ox Brain.

JOINTS, &amp;c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Capon and Sausage.

Boiled Australian Bacon and Spinach.

Cold Bologna Sausage (Fresh) &amp; Mixed Salad.

SWEETS.

Toast, Pudding.

Plum Pudding and Brandy Sauce.

Strawberry Ice Cream and Finger Cakes.

Cheese Straws.

DESSERT.

Coffee. Fruits. [927]

## VACANCIES for Gentlemen with Private Family.

Facing Football Ground, Happy Valley. Terms \$50 per month.

Apply to—

"L. C.,"

C/o Hongkong Telegraph.

Hongkong, 18th October, 1907. [930]

## COLONIAL SECRETARY'S DEPARTMENT.

## MENT.

It is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out as under:—

On the slope of Beacon Hill in a North-Westerly direction, between 8 A.M. and 1 P.M. on the 19th and 25th instant.

From Custom's Pass in a Westerly direction towards Kau-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instant.

F. H. MAY, Colonial Secretary.

Hongkong, 14th October, 1907. [928]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

## FROM LONDON AND STRAITS.

## THE Steamship

## "DENBIGHSHIRE."

Captain W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 24th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th October, 1907. [916]

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

## "SITHONIA."

Captain Bremher, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th October, 1907. [925]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ WALDEMAR."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of October, at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; Co., Agents.

Hongkong, 18th October, 1907. [1]

## Announcements



## THE

## ROBINSON PIANO

## CO., LD.

## INVITE INSPECTION OF THEIR

## BABY GRANDS



BY

## STEINWAY,

## HAAKE,

## WINKELMANN,

## &amp; Co., &amp; Co., &amp; Co.

## Prices from \$750.

Hongkong, 22nd August, 1907. [13]

## IF YOU KNOW A GOOD

## "SCOTCH"

## WHEN YOU TASTE IT YOU WILL APPRECIATE THE MANY GOOD QUALITIES

## OF

## D. &amp; J. McCALLUM'S

## "PERFECTION" WHISKY.

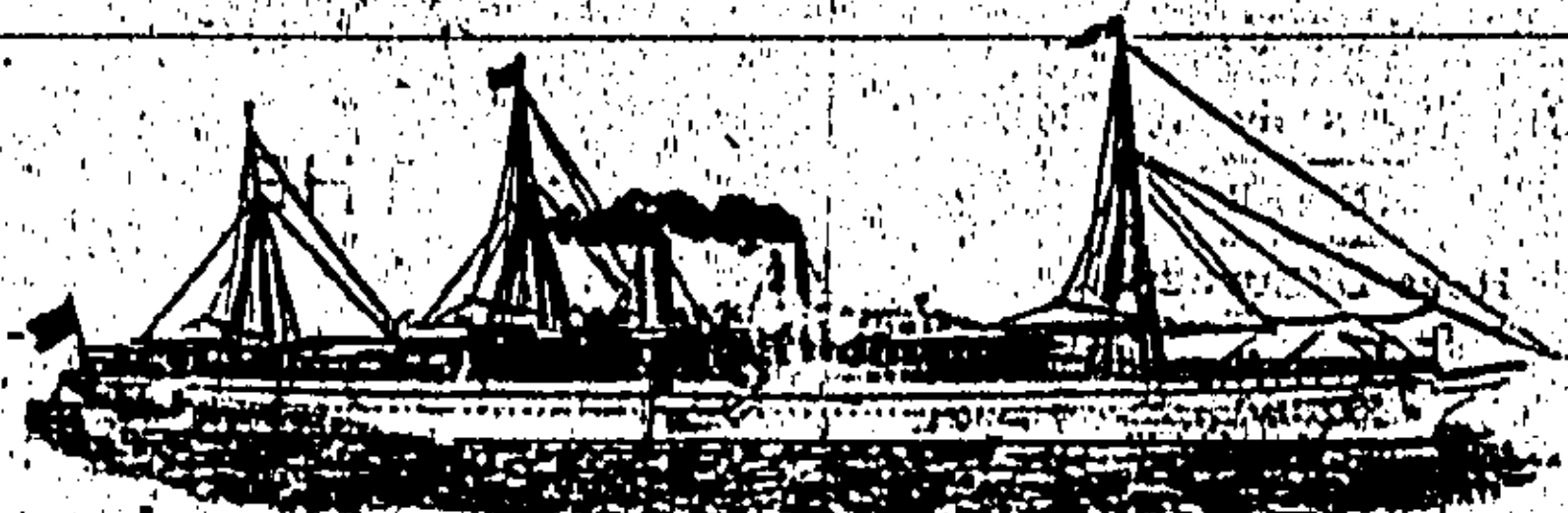
## IT IS ALL SCOTCH AND THE BEST OF ALL SCOTCH.

## WHAT MORE NEED BE SAID? YOUR WINE MERCHANT HAS IT OR WILL GET IT FOR YOU.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 19 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000	THURSDAY, Oct. 24th Nov. 11th
"EMPEROR OF JAPAN" 6,000	WEDNESDAY, Nov. 6th Nov. 23rd
"EMPEROR OF CHINA" 6,000	THURSDAY, Nov. 14th Dec. 1st
"EMPEROR OF INDIA" 6,000	THURSDAY, Dec. 19th Jan. 6th
"EMPEROR OF JAPAN" 6,000	THURSDAY, Jan. 27th Feb. 13th
"EMPEROR OF CHINA" 6,000	THURSDAY, Feb. 3rd Feb. 20th

The quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Fraya.

Hongkong, 16th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KUPANG"	SATURDAY, 19th Oct., Noon.
TIENTSIN	"CHUPING"	TUESDAY, 22nd Oct., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUPANG"	THURSDAY, 24th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 25th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

From Hongkong to Singapore 1st Class	Single	Return
"KUPANG"	9 65	19 00
"CHUPING"	6 00	13 00
"LOONGSANG"	10 00	20 00

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 18th October, 1907.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS TO SAIL:

TAIWANFOO & SHANGHAI	"LUOW"	19th	Oct., daylight
SHANGHAI & CHINKIANG	"FOOHOW"	19th	" 4 P.M.
NINGPO & SHANGHAI	"KIUKIANG"	19th	" 4 P.M.
QUANCHOWWAN, HOIHOW and HAI	"OHILI"	20th	" daylight
PHONG	"KWEIYANG"	20th	" 4 P.M.
CHEFOO & NEWCANG	"TAMING"	22nd	" 4 P.M.
MANILA	"FOOHOW"	22nd	" 4 P.M.
TIENTSIN & SHANGHAI	"OHILANG"	25th	" 4 P.M.
SWATOW & SHANGHAI	"TAIYUAN"	26th	" 4 P.M.
SWATOW & SHANGHAI	"SHAOHONG"	26th	" 4 P.M.
SWATOW & SHANGHAI	"YOOHOW"	27th	" 4 P.M.
KOBE	"TSINAN"	27th	" 4 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers, through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th October, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	Fraser	MANILA	SATURDAY, 19th Oct., 1907.
RUBI	3540	Almond	"	SATURDAY, 26th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th October, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship: "OCEAN MONARCH" To sail On the 2nd November, 1907.

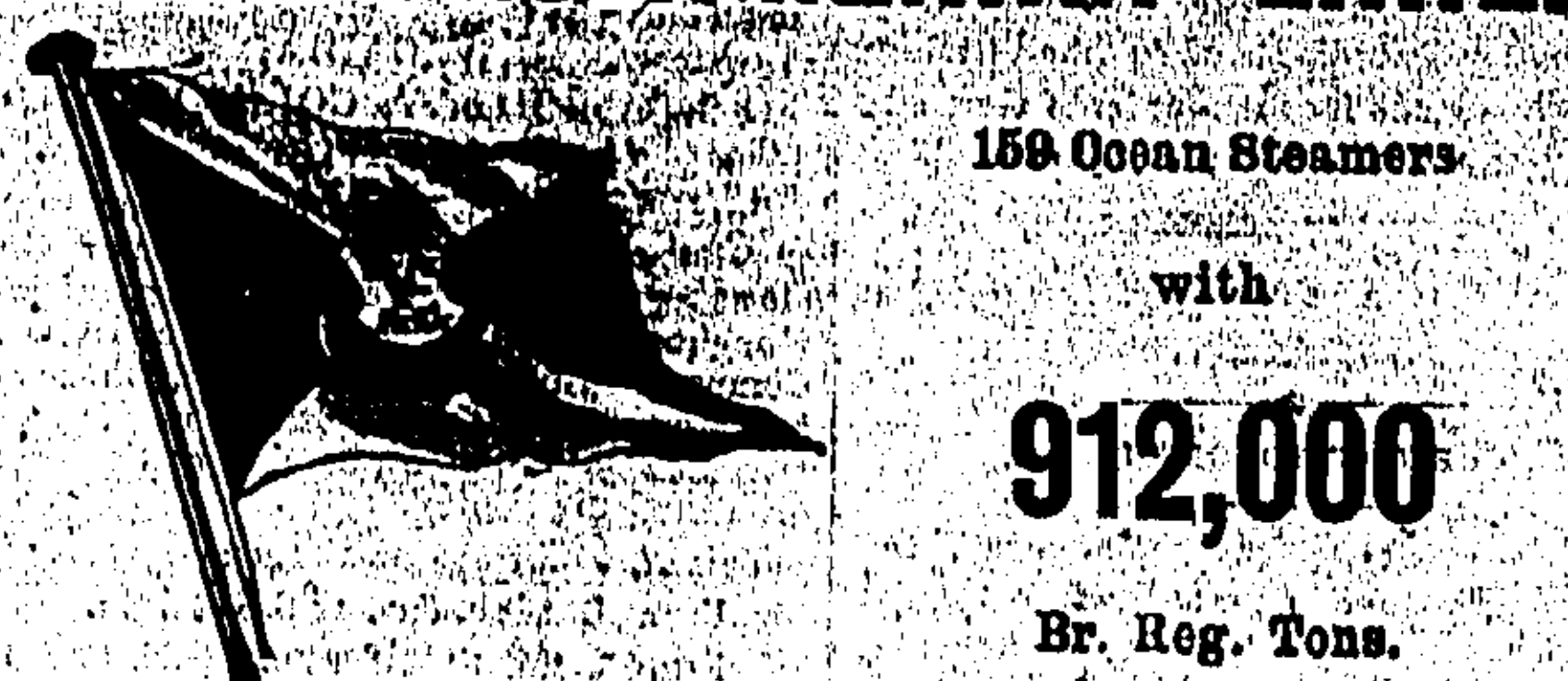
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 15th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers.

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewards carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA	2nd Nov.
SCANDIA	2nd Dec.
Hongkong, 10th October, 1907.	

Homeward.

HOHENSTAUFEN	30th Oct.
SILESIA	10th Dec.
SCANDIA	8th Jan., 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. and TACOMA.

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumari	6,333	D. Baird	15th Oct.
Shawmut	9,666	E. V. Roberts	6th Nov.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 4th October, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched at above on SATURDAY, the 16th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A. Heward, a duly qualified Surgeon, is carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st October, 1907.

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOCK (via SHANGHAI), on or about 26th October.

For Freight and further Particulars, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th October, 1907.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUEUR via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	4,000	About End of Nov.
KARATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the P. & O. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager.

Yokohama Building.

Hongkong, 15th October, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S.:

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 5th October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.35 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

VUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

For Sale.

KUHN & KOMOR'S

ART CURIOS STORE

will be RE-OPENED on the 7th inst. at No. 13, QUEEN'S ROAD (under Connaught Hotel),

AND

A CLEARANCE SALE AT GREATLY REDUCED PRICES

will be held to the END OF THIS MONTH.

INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1907.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEARLY NO DESPAIR.

But with a single doctor's bill or falling into the deep ditch of quackery, you can safely, speedily and surely cure yourself without the knowledge of a "second party." By the introduction of THERAPION, the most powerful and successful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 1—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 2—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 3—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 4—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 5—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 6—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 7—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 8—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 9—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 10—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 11—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 12—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 13—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 14—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 15—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 16—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 17—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 18—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 19—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 20—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 21—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 22—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 23—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 24—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 25—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 26—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 27—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 28—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 29—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

THERAPION No. 30—A powerful remedy for all diseases, you can cure yourself without the knowledge of a "second party."

WEATHER FORECASTS AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and "UM" below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and "DRUM" below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff of the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, No. 1, repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Tsim Sha Teui, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

2. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cap Rock Aberdeen.

Wanlan Sai K. Wan.

Stanley Sai Kung.

Cape Collinson Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	ALUM.	AD. UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND	APPROXIMATE QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation (new)	80,000	115	115	£1,000,000	\$1,797.07	£1.15 for 1 year end ng 30.6.07 @ ex	5 1/2	\$550 buyers
Do.	40,000	115	115	\$11,750,000		1/2 3/16 16.00		\$550 b. new is. London 177.11
National Bank of China, Limited	10,000	17	16	£12,712	\$71.23	£1 London 3.6 n 1907		\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	210	10	£1,770,000	\$233.68	£20 10/1005	7 1/2	\$270
North China Insurance Company, Limited	10,000	115	15	£1,100,000	115.185,120	Interim of 7/6 for account 1906 @ ex	6 1/2	Tls. 75
Do.				Tls. 100,000		2/10 11 16 per cent		
Union Insurance Society of Canton, Limited	12,000	250	100	£3,000,000	1,460.40	Final of \$12 making \$42 for 1905 and	5 1/2	\$765 buyers
Do.				£456,497		Interim of 13 1/2 for 1906		
Yangtze Insurance Association, Limited	8,000	100	100	£8,000,000	461.467	£1 1/2 year ending 31.12.05	7 1/2	\$165 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	100	100	£3,700,000	1,262.980	\$1 and bonus \$2 for 1905	9 1/2	\$86
Hongkong Fire Insurance Company, Limited	8,000	250	100	£1,000,000	435.235	£20 10/1005	15 1/2	\$30 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	225	125	£7,000	365	£1 1/2 1906	6 1/2	\$15 buyers
Douglas Steamship Company, Limited	10,000	150	150	£100,000	Nil.	£4 1/2 year ending 30.6.07	10 1/2	\$37
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	115	115	£150,000	27.101	£1 for 1st half-year ending 30.6.07	7 1/2	\$27 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	5	5	£6,000,000	23.694	£5 for 1906 @ ex 2 1/2 = \$7.14 per share	3 1/2	\$24 sellers
Do.	6,000			£2,000,000				\$29 sellers
Shanghai Tug and Lighter Company, Limited	200,000	5	50	£1,372	13.327	Interim of Tls. 1 1/2 for account 1907	12 1/2	Tls. 41 sales.
Do.	100,000	1	1	£4,000,000	172.370	Interim of 1/2 (Coupon No. 8 for a/c 1907	4 1/2	Tls. 41 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	£1,371		£1.00 for year ending 30.4.1907	4 1/2	\$21 sales
"Star" Ferry Company, Limited	10,000	110	55	£1,980,000	137	£0.50 for year ending 30.4.1907	5 1/2	\$10 buyers
Taku Tug and Lighter Company, Limited	10,000	110	10	£1,414,770	18.730	Final of Tls. 1 making Tls. 6 for 1906	12 1/2	Tls. 48 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	100	100	£450,000	9.218	£8 for year ending 31.12.06	8 1/2	\$100 buyers
Luxon Sugar Refining Company, Limited	7,000	100	100	£100,000	8.935	£1 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	15	50	£100,000		Tls. 2 (8 1/2) for year ending 31.8.06	4 1/2	Tls. 87 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	£11,000,000	212.546	Interim of 1/6 for a/c year ending 28.2.07	4 1/2	Tls. 151 sellers
Kath Australian Gold Mining Company, Limited	50,000	1	1	£4,873	11.358	£0.12 of 1/2 = 48 cents		\$91
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Ferwick (Geo.) & Co., Limited	18,000	125	25	£4,124	110.335	£1.75 for year ending 31.12.06	10 1/2	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	100	100	£1,000,000	3.047	Interim of 1/2 for six months ending June 30th 1907	6 1/2	\$67
Hongkong and Whampoa Dock Company, Ltd.	10,000	100	100	£1,000,000	491.580	£4 for 1st half-year ending June 30th, 1907	8 1/2	\$102
Shanghai Dock and Engineering Co., Ltd.	15,700	100	100	£1,000,000	10.459	Tls. 3 for year ending 30th April 1907	4 1/2	Tls. 73
Shanghai and Hongkew Wharf Company, Limited	36,000	100	100	£1,000,000	23.117	Interim of Tls. 8 for account 1907	9 1/2	Tls. 202 1/2
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 5 for 14 months ending 28.2.07	6 1/2	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	125	125	£10,000	10.908	£2 1/2 for year ending 30.6.07	9 1/2	\$23 sellers
Central Stores, Limited	10,000	115	115	£10,000	49.178	£1.80 for 1906	13 1/2	\$74
Hongkong Hotel Company, Limited	10,000	150	150	£10,000	10.925	£4 for 1st half-year ending 30.6.07	10 1/2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	100	100	£10,000	150.218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2	\$106
Humphreys Estate & Finance Company, Limited	10,000	110	110	£10,000	11.567	80 cents for 1906	7 1/2	\$104 buyers
Kowloon Land and Building Company, Limited	10,000	150	150	£10,000	31.089	£2 1/2 for 1906	7 1/2	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 100	Tls. 100	Tls. 78,000	61.978	Interim of Tls. 3 for account 1907	7 1/2	Tls. 101 buyers
West Point Building Company, Limited	12,500	150	150	£12,500	31.519	Interim of \$2 for half year ending June 30th	8 1/2	\$48
<b>COTTON MILLS.</b>								
Luo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 15,000	64.986	Tls. 10 for year ending 31.10.1906	16 1/2	Tls. 60 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	150	150	£15,000	174.119	50 cents for year ending 31.7.07	4 1/2	\$104
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 15,000	35.211	Tls. 6 for year ending 30.9.06 (8 1/2)	11 1/2	Tls. 54
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 8,000	31.466	Tls. 8 for 1906	8 1/2	Tls. 90
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	Tls. 28,217	50.663	Tls. 50 for 1906	17 1/2	Tls. 280 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	1,604	126	126	£1,299	2638	1/3 per share for 1906	9 1/2	\$63
Campbell, Moore & Co., Limited	1,200	110	110	£1,200	2652	£3 for 1905		\$20 sellers
China-Borneo Company, Limited	1,000	112	112	£1,000	Nil.	£1 for 1904		\$101 buyers
China Flour Mill Co., Limited	1,000	Tls. 50	Tls. 50	Tls. 50,000	11.889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 50 buyers
China Light and Power Company, Limited	10,000	110	110	£10,000	25.000	60 cents for year ending 31.2.06		6 sales
Do. special shares	10,000	110	110	£10,000	25.000	80 cents for 1906	9 1/2	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	110	110	£10,000	25.000			
Dairy Farm Company, Limited	15,000	110	110	£15,000	32.974	£1.50 for year ending 31.7.07	7 1/2	\$164
Green Island Cement Company, Limited	100,000	110	110	£10,000	10.804	Interim of 50 cents per share for a/c 1907	8 1/2	\$1 1/2 sales
Hall & Flott, Limited	11,000	120	120	£11,000	15.002	£2 1/2 for year ending 28.2.07	11 1/2	\$201 buyers
Hongkong Electric Company, Limited	10,000	110	110	£10,000	32.953	1 per share for year ending 28.2.07	7 1/2	\$144 buyers
Hongkong Ice Company, Limited	10,000	125	125	£10,000	34.311	Interim of \$4 for 1 year ending June 30th '07	9 1/2	\$240
Hongkong Rope Manufacturing Company, Ltd.	10,000	110	110	£10,000	24.212	Interim of 80 cents per share for a/c 1907	8 1/2	\$251 buyers
Maatshappij (ut. Mijn. Bosch en Landbouw) platte in Lankat, Limited	25,000	110	110	Tls. 25,000	11.10,374	Third interim of Tls. 7 1/2 making Tls. 23 1/2 for a/c 1907	9 1/2	Tls. 33 1/2 sales
Peak Tramways Company, Limited	25,000	110	110	Tls. 25,000	32.655	£1 per sh. or period of 19th Oct. to 30th Apr. '07	8 1/2	\$12 buyers
Peak Tramways Company (new)	50,000	110	110	Tls. 50,000	32.655			\$2 buyers
Philippine Company, Limited	7,500	110	110	£7,500	34.324	None		\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	7.990	Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 107 sales
Shanghai Horse Bazaar Co., Ltd.	1,400	Tls. 50	Tls. 50	Tls. 70,000	9.751	Tls. 4 for 1905		Tls. 40 sellers
Shanghai Pulp and Paper Company, Limited	1,500	Tls. 100	Tls. 100	Tls. 150,000	31.354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 66 buyers
Shanghai Sun Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 20,000	11.7843	Interim of Tls. 5 for a/c 1907	8 1/2	Tls. 15 sales
Shanghai Waterworks Company, Limited	8,175	220	220	Tls. 180,000	11.15,591	Interim of 1 1/2 for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,000	220	220	Tls. 180,000	11.15,591	Interim of 1 1/2 for account 1907		Tls. 280 buyers
Steam Laundry Company, Limited	20,000	115	115	£20,000	41.914	None		\$6
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 100,000	3.491	40 cents for year ending 31.5.07	6 1/2	Tls. 97
Union Waterboat Company, Limited	10,000	110	110	Tls. 100,000	3.491	Tls. 6 1/2 for year ending 30.6.07		\$12
United Asbestos Oriental Agency, Limited	10,000	110	110	£10,000	31.360	First year		\$10
Watson, A. S. & Co., Limited	10,000	110	110	£10,000	31.360	8 1/2 cents on 900,000 shares and 1 1/2 on 100,000 shares	8 1/2	\$11
William Powell, Limited	5,000	110	110	£5,000	31.360	Final of 4 1/2 cents per share making 80 cents for year ending 31.12.07	7 1/2	\$51 buyers
						Final of 3 1/2 cents making 80 cents for the year ending 30th June, 1907		

\* These shares are entitled to half of the profits.

## Mails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "YARRA"

Japan. Seller, will be despatched for MARSEILLES on TUESDAY, the 19th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS, 12th Nov.

S.S. TONKIN, 20th Nov.

S.S. POLYNESIE, 10th Dec.

S.S. TOURANE, 24th Dec.

G. DE CHAMPEAUX, Agent.

102, Queen's Road, 16th October, 1907. [10]

## THE AMERICAN AND ORIENTAL LINE.

## FOR NEW YORK.

(With liberty to call at the Malabar Coast).

The Steamship "HEADLEY,"

will be despatched for the above Port, on or about SATURDAY, the 26th October.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 5th October, 1907. [13]

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES

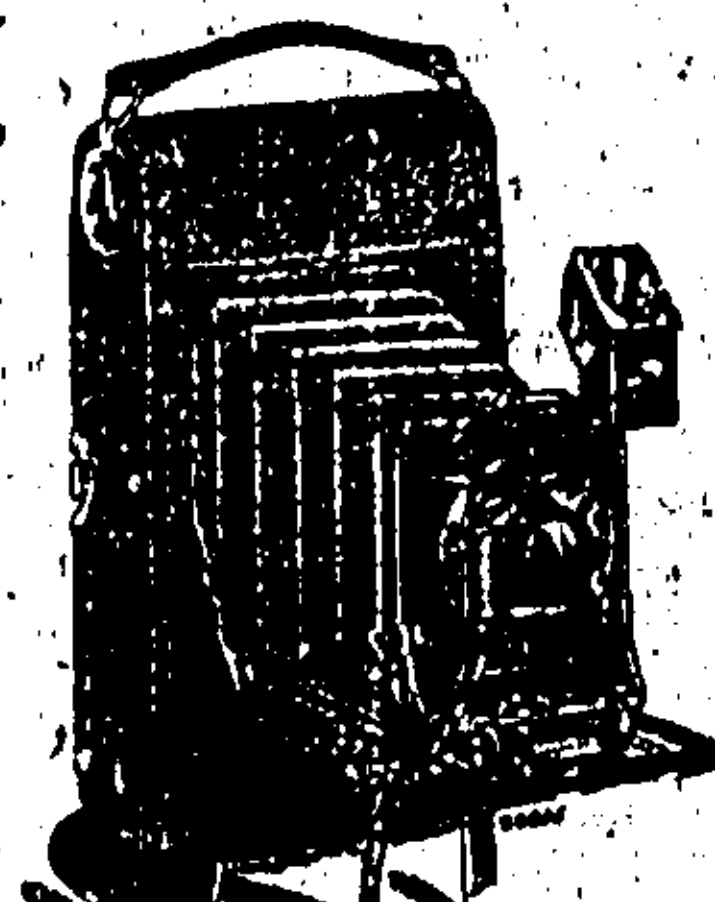
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Telephone 250.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

The Whisky of Great Age

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IMPERIAL

John Dewar & Sons Ltd.

Sole Agents. BUMANN &amp; BURBLINGER.

16, 16 &amp; 17, Connaught Road Central.

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